



THE TOWN
AND
COUNTRY PLANNING
(MANCHESTER PARISH)
PROVISIONAL
DEVELOPMENT
ORDER, 2013

March 26, 2013

CONTENTS

	Page
Citation, Interpretation and General Regulations	190v ¹ – 190v ¹³
Schedules	
First Schedule—Description of Boundaries	190v ¹⁴ – 190v ¹⁸
Second Schedule Use Classes	190v ¹⁹ – 190v ²²
Class 1 – Shops	190v ¹⁹
Class 2 – Financial and Professional Services	190v ¹⁹
Class 3 – Restaurants and Cafes	190v ²⁰
Class 4 – Drinking Establishments	190v ²⁰
Class 5 – Hot food take aways	190v ²⁰
Class 6 – Business	190v ²⁰
Class 7 – General Industry	190v ²⁰
Class 8 – Storage or Distribution	190v ²⁰
Class 9 – Hotels	190v ²⁰
Class 10 – Residential Institutions	190v ²⁰
Class 11 – Secure residential institution	190v ²¹
Class 12 – Dwelling House	190v ²¹
Class 13 – Non-Residential Institutions	190v ²¹
Class 14 – Assembly and Leisure	190v ²²
Third Schedule Permitted Development	190v ²³
Part 1 – Development within the curtilage of a dwelling house	190v ²³ – 190v ²⁸
Part 2 – Minor Operations	190v ²⁸ – 190v ³⁰
Part 3 – Development by Local Authorities	190v ³⁰
Part 4 – Temporary Buildings and Uses	190v ³⁰ – 190v ³²
Part 5 – Agricultural Buildings and Operations	190v ³² – 190v ⁴³
Part 6 – Forestry Buildings and Operations	190v ⁴⁴ – 190v ⁴⁷
Part 7 – Repairs to Unadopted Streets and Private Ways	190v ⁴⁸
Part 8 – Repairs to Services	190v ⁴⁸
Part 9 – Aviation Development	190v ⁴⁸ – 190v ⁵³
Part 10 – Telecommunications operations	190v ⁵³ – 190v ⁵⁴

CONTENTS

	Page
Fourth Schedule—Notification Forms	190v ⁵⁵ – 190v ⁵⁶
Form A	190v ⁵⁵
Form B	190v ⁵⁵
Form C	190v ⁵⁶
Fifth Schedule Statements	190v ⁵⁷ – 190v ⁹²
Section 1 The Planning Framework	190v ⁵⁷ – 190v ¹¹³
Manchester Parish Development Area	190v ⁵⁷
History	190v ⁵⁷
Demography	190v ⁵⁷ – 190v ⁵⁸
Natural Resources	190v ⁵⁸
Forestry	190v ⁵⁸ – 190v ⁵⁹
Natural Conditions	190v ⁵⁹
Economic Activity And Employment	190v ⁶⁰
Transportation	190v ⁶⁰
Major Growth Areas	190v ⁶⁰
Vision	190v ⁶⁰
Strategy	190v ⁶⁰ – 190v ⁶¹
Purpose of the Order	190v ⁶¹
Format of the Order	190v ⁶¹
How to use the Order	190v ⁶¹ – 190v ⁶²
Objectives	190v ⁶²
Transportation	190v ⁶² – 190v ⁶³
Housing	190v ⁶³
Conservation of Natural And Built-Environment	190v ⁶³ – 190v ⁶⁴
Minerals	190v ⁶⁴ – 190v ⁶⁵
Energy Generation And Conservation	190v ⁶⁵
Rural Economy	190v ⁶⁵ – 190v ⁶⁶
Urban Economy	190v ⁶⁶
Tourism	190v ⁶⁶ – 190v ⁶⁷
Waste Treatment And Disposal	190v ⁶⁷
Telecommunications/Communications	190v ⁶⁷ – 190v ⁶⁸

CONTENTS

	Page
Sectoral Policies	190v ⁶⁸ – 190v ¹⁰⁰
Transportation And Traffic	190v ⁶⁸ – 190v ⁷³
Housing	190v ⁷³ – 190v ⁷⁷
Conservation of the Natural and Built Environment	190v ⁷⁸ – 190v ⁸⁷
Rural Economy	190v ⁸⁷ – 190v ⁸⁹
Urban Economy	190v ⁸⁹ – 190v ⁹²
Mineral	190v ⁹² – 190v ⁹³
Waste Disposal	190v ⁹³ – 190v ⁹⁶
Energy Conservation	190v ⁹⁶ – 190v ⁹⁷
Tourism	190v ⁹⁷ – 190v ⁹⁹
Telecommunication	190v ⁹⁹ – 190v ¹⁰⁰
General Development Policies	190v ¹⁰⁰ – 190v ¹⁰⁶
The Undeveloped Coast	190v ¹⁰⁶ – 190v ¹⁰⁸
Rural Area Policies	190v ¹⁰⁸ – 190v ¹¹¹
Petrol and Oil Filling Stations	190v ¹¹¹ – 190v ¹¹²
Control of Advertisement	190v ¹¹² – 190v ¹¹³
Section II Local Development Area	190v ¹¹³ – 190v ¹⁵³
Mandeville Local Planning Area	190v ¹¹³ – 190v ¹²²
Williamsfield Local Planning Area	190v ¹²² – 190v ¹²⁸
Porus Local Planning Area	190v ¹²⁸ – 190v ¹³²
Christiana Local Planning Area	190v ¹³² – 190v ¹³⁸
Mile Gully Local Planning Area	190v ¹³⁸ – 190v ¹⁴³
Pratville Local Planning Area	190v ¹⁴³ – 190v ¹⁴⁷
Alligator Pond Local Planning Area	190v ¹⁴⁷ – 190v ¹⁵⁰
Newport Local Planning Area	190v ¹⁵⁰ – 190v ¹⁵³
Appendices	190v ¹⁵³ – 190v ¹⁹²
Appendix 1 Glossary	190v ¹⁵³ – 190v ¹⁵⁶
Appendix 2 List of Urban Communities	190v ¹⁵⁶
Appendix 3 Schedule of Historical and Archaeological and Ecological Sites and Buildings	190v ¹⁵⁷ – 190v ¹⁵⁹

CONTENTS

	Page
Appendix 4 Schedule of Beaches along the Manchester Coast	190v ¹⁵⁹
Appendix 5 Main Road Deviations and New Major Roads	190v ¹⁶⁰
Appendix 6 Schedule of Road Standards	190v ¹⁶¹ – 190v ¹⁶²
Appendix 7 Parking and loading Requirements	190v ¹⁶³ – 190v ¹⁶⁶
Appendix 8 Guidelines for the Proper Siting and Design of Petrol and Oil Filling Stations	190v ¹⁶⁷ – 190v ¹⁶⁸
Appendix 9 The Design of Parking Facilities	190v ¹⁶⁹
Appendix 10 Residential Density—Standards and Controls	190v ¹⁷⁰ – 190v ¹⁷²
Appendix 11 Caves of Manchester	190v ¹⁷³ – 190v ¹⁷⁴
Appendix 12 Information to be supplied with Subdivision Application	190v ¹⁷⁵
Appendix 13 Subdivision Assessment Criteria	190v ¹⁷⁵
Appendix 14 Guidelines for Hotel Development	190v ¹⁷⁶ – 190v ¹⁷⁷
Appendix 15 Advertisement Guidelines	190v ¹⁷⁸ – 190v ¹⁷⁹
Appendix 16 Agricultural Land use Classification System	190v ¹⁸⁰ – 190v ¹⁸¹
Figure 1 Density, Height and Lot Coverage for Major Land uses	190v ¹⁸¹ – 190v ¹⁸²
Figure 2 Parking for Disabled	190v ¹⁸³
Figure 3 Parking Layout	190v ¹⁸⁴
Figure 4 Setbacks from High Watermark	190v ¹⁸⁵
Figure 5 Parking Standards	190v ¹⁸⁸ – 190v ¹⁸⁹
Appendix 17	190v ¹⁹⁰ – 190v ¹⁹²
List of Abbreviations	190v ¹⁹⁰
Acknowledgements	190v ¹⁹¹ – 190v ¹⁹²
Maps	
Map 1-	
Manchester Parish Development Order Area	
Map 2-	
Mandeville Local Planning Area	
Inset 1-	
Mandeville Local Planning Area	

CONTENTS

Page

- Map 3-
Williamsfield Local Planning Area
- Map 4-
Porus Local Planning Area
- Map 5-
Christiana Local Planning Area
- Map 6-
Pratville Local Planning Area
- Map 7-
Newport Local Planning Area
- Map 8-
Alligator Pond Local Planning Area
- Map 9-
Mile Gully Local Planning Area



THE
JAMAICA GAZETTE
SUPPLEMENT

PROCLAMATIONS, RULES AND REGULATIONS

190v¹

Vol. CXXXVI

TUESDAY, MARCH 26, 2013

No. 19D

No. 56E

THE TOWN AND COUNTRY PLANNING ACT

**THE TOWN AND COUNTRY PLANNING (MANCHESTER PARISH) PROVISIONAL DEVELOPMENT
ORDER, 2013**

In exercise of the power conferred upon the Town and Country Planning Authority by section 5 (1) of the Town and Country Planning Act, the following Provisional Development Order is hereby made, after consultation with the Parish Council of Manchester:—

- Citation. 1. This order may be cited as the Town and Country Planning (Manchester Parish) Provisional Development Order, 2013.
- Interpretation. 2. In this Order—
- “the Act” means the Town and Country Planning Act;
- “base station” means a structure, fixed or mobile, consisting of transmitters and receivers that are connected to antennae by feeder cables and may be micorcell, macrocell or picocell;

“broadcasting” has the meaning assigned to it by the Telecommunications Act and the Broadcasting and Radio Re-Diffusion Act;

“conservation areas” means an area of special architectural or environmental interest, the character or appearance of which it is desirable to preserve or enhance;

“development area” means the area specified in Part I of the First Schedule;

“erection” in relation to buildings includes extension, alteration and re-erection;

“filling station” means land, building or equipment used for the sale or dispensing of petrol or oil for motor vehicles or used incidental to the sale or dispensing of petrol or oil for motor vehicles, and where any part of such land building or equipment is used for another purpose, shall include the whole, whether or not the use as a filling station is the predominant use of such land or building;

“landscaping” means the treatment of land (other than buildings) being the site or part of the site in respect of which an outline planning permission is granted for the purpose of enhancing or protecting the amenities of the site and the area in which it is situated and includes screening by fence, walls or other means, the planting of trees hedges, shrubs, or grass, the formation of banks, terraces or other earth works, and the laying out of gardens or courts and the provision of other amenity features;

“local authority” has the meaning assigned to it by section 2 of the Act;

“local planning areas” means the areas specified in Part II of the First Schedule;

“local planning authority” has the meaning assigned to it by section 2 of the Act;

“macrocell” means a base station that provides the largest area of signal transmission coverage and capacity within a mobile network;

“Manchester” means the area prescribed in Part I of the First Schedule;

“mast” means a ground-based or roof-top structure that supports antennae at a height where they can satisfactorily transmit and receive radio waves;

“microcell” means a base station that provides additional signal transmission coverage and capacity to macrocells;

“mobile network” has the meaning assigned to it by the Telecommunications Act;

“national monument” has the meaning assigned to it by the Jamaica National Heritage Trust Act;

“national parks” has the meaning assigned to it by the Natural Resources Conservation Authority Act;

“operators” mean those who own or operate a telecommunication or broadcast, mast, tower, base station, macro cell, micro cell or picocell;

“outline planning permission” means planning permission for the erection of a building which is applied for by the applicant directly and is granted subject to the subsequent approval of reserved matters submitted by the applicant to the local planning authority;

“permitted use class” has the meaning assigned to it by paragraph 6;

“picocell” means a base station, usually located within existing buildings, which provides more localised signal transmission coverage than a microcell;

“preservation scheme” has the meaning assigned to it by the Jamaica National Heritage Trust Act;

“protected national heritage” has the meaning assigned to it by the Jamaica National Heritage Trust Act;

“reserved matters” means the matters in respect of which particulars have been omitted from an application for outline planning permission under this Order, such as—

- (a) the site for erection of a building on the land;
- (b) the design and external appearance of the building;
- (c) the means of access to and egress from the site; and
- (d) the landscaping of the site;

“subdivision” means the division of any land held under single ownership into two or more parts whether the division is by conveyance, transfer or partition or for the purpose of sale, gift, lease or any other purpose;

“telecommunication” has the meaning assigned to it by the Telecommunications Act.

“telecommunication network” has the meaning assigned to it by the Telecommunications Act.

Application of
Order.

3. This Order relates to the parish of Manchester.

Designation of
Manchester
development
order area and
local planning
areas.
First Schedule.

4. The Parish of Manchester is hereby designated as a development order area for purposes of the Act and the areas specified in the First Schedule are hereby designated as local planning areas for the purpose of this Order.

Use Classes.
Second
Schedule.

5.—(1) Where a building or other land is used for a purpose listed in any class specified in the Second Schedule to this Order, the use of such building or other land for any other purpose of the same class shall not be deemed for the purpose of the Act to involve development of the land.

(2) Reference in paragraph (1) to “building” includes reference to land occupied with the building and used for the same purpose.

(3) Where a use, which is ordinarily incidental to and included in any use specified in the Second Schedule to this Order, is specified in the Second Schedule as a separate use, this shall not prevent the use which is included or incidental from being considered as such.

(4) No class specified in the Second Schedule indicates use—

- (a) as an amusement arcade or centre or a funfair;
- (b) as a launderette;
- (c) for sale of fuel for motor vehicles;
- (d) for sale or display for sale of motor vehicle;
- (e) for a taxi business or business for the hire of motor vehicles;
- (f) as a scrap-yard, or a yard for the storage or distribution of minerals or the breaking of motor vehicles;
- (g) as a hostel;
- (h) as a retail warehouse club;
- (i) as a night club;
- (j) as a casino;
- (k) as a place of religious assembly; and

Applications
for planning
permission.

6. An application for planning permission shall—

- (a) be made in the form issued by the local planning authority for that purpose and obtainable from that authority;
- (b) include the particulars required by the form to be supplied;

- (c) be accompanied by a plan which sufficiently identifies the land to which the application relates and any other plans, drawings and information as are necessary to describe the development which is the subject of the application; and
- (d) except where the local planning authority indicates that a greater number is required, be accompanied by three copies of the form and the plans and drawings submitted with it.

Permitted
Development.
Third
Schedule.

7.—(1) Subject to the provisions of this Order, permission may be granted for the classes of development described as permitted development in the Third Schedule.

(2) Nothing in this paragraph or in the Fourth Schedule shall operate so as to permit—

- (a) any development contrary to any condition imposed in a permission granted under Part III of the Act;
- (b) any development in relation to any national monuments and protected national heritage;
- (c) any development within a preservation scheme;
- (d) any development in any area designated as a National Park or Protected Area under section 5 of the Natural Resources Conservation Authority Act; or
- (e) development in any area designated as a Quarry Zone under the Quarries Act.

Approval of
Planning.
Fourth
Schedule.
Form A.

8.—(1) Upon receiving an application for planning the local planning authority shall send to the applicant an acknowledgement thereof in terms (or substantially in the terms) set out in Form A of the Fourth Schedule hereto.

(2) The local planning authority may, upon considering the application for planning permission—

- (a) grant planning permission;
- (b) grant planning permission subject to conditions;
- (c) refuse to grant planning permission.

Prohibition of
development.

9.—(1) Subject to sub-paragraph (2) of this paragraph no development of land within the area to which this Order applies, shall take place except in accordance with this Order.

(2) The local planning authority may subject to such conditions as may be specified by directions given by the Minister under this Order grant permission for development which does not appear to be provided for in this Order and is not in conflict therewith.

Outline
planning
permission.

10.—(1) Where an applicant so desires, an application for outline planning permission may be made under paragraph 4 for permission to erect a building.

Fourth
Schedule.
Form A.

(2) Upon receiving an application for planning permission, the local planning authority shall send to the applicant an acknowledgment thereof in the terms (or substantially in the terms) set out in Form A of the Fourth Schedule hereto.

(3) The local planning authority shall, upon considering an application for outline planning permission either grant permission subject to a condition specifying reserved matters that require approval of the local planning authority or the Authority.

(4) Where the local planning authority is of the opinion that in the circumstances of the case, the application ought not to be considered separately from all or any of the reserved matters within the period of one month beginning with the receipt of the application notify the applicant that the local planning authority is unable to consider the application unless further details are submitted, specifying the further details it requires.

(5) Where the local planning authority, pursuant to sub-paragraph (3)(b) of this paragraph, requires the applicant to furnish further details, the applicant may either—

- (a) furnish the information so required by the local planning authority (in which event the application shall be treated as if it had been received on the date when such information was furnished and had included such information); or
- (b) appeal to the Minister under section 13 of the act within twenty-eight days of receiving such notice, or such longer period as the Minister may at any time allow, as if his application had been refused by the local planning authority.

Application to
approve
reserved
matters.

11. Where a person has been granted outline planning permission he may make an application for approval of reserved matters and such application shall—

- (a) be made in writing to the local planning authority and shall give sufficient information to enable that authority to identify the outline planning permission in respect of which it is made;
- (b) include such particulars and be accompanied by such plans and drawings as are necessary to deal with the reserved matters in the outline planning permission;

- (c) except where the local planning authority indicates that a greater number is required, be accompanied by three copies of the application and the plans and drawings submitted with it; and
- (d) be made within 3 years of such permission or as such period as may be approved by the local planning authority.

Applications for determinations under section 14.

12.—(1) An application to the local planning authority for a determination under section 14 of the Act shall be in writing, and shall contain a description of the operation or change of use proposed and of the land to which such proposal relates.

Fourth Schedule. Form A.

(2) On receipt of any application under this paragraph the local planning authority shall send to the applicant an acknowledgment thereof in the terms (or substantially in the terms) set out in Form A of the Fourth Schedule hereto.

(3) In the case of an Application for a determination (whether forming part of an application for planning permission or not), where the local planning authority determines that the carrying out of operations, or the making of a change in the use of land, would constitute or involve development of the land, it shall state in the notice the grounds for its determination and include a statement to the effect that if the applicant is aggrieved by its decision he may appeal to the Minister under section 13 of the Act within one month of the receipt thereof giving a copy to the local planning authority.

Notification of decision or determination.

13.—(1) Except where otherwise provided, the period within which the local planning authority shall give notice to an applicant of its decision or determination shall be three months from the date of application or such extended period as may at any time be agreed upon in writing between the Applicant and that authority.

(2) Every notice issued pursuant to sub-paragraph (1) shall be in writing and where the local planning authority—

- (a) makes a decision subject to conditions;
- (b) determines under paragraph 11 that the carrying out of operations or the making of a change in the use of land would constitute or involve development of the land; or
- (c) refuses to grant approval; or
- (d) it shall state its reasons therefor in writing and send with the decision or determination a notification in the terms (or substantially in the terms) set out in Form B of the Fourth Schedule hereto.

Form B. Fourth Schedule.

Requiring
Additional
Information.

14. The local planning authority determining any application may direct an applicant in writing to—

- (a) supply any further information and (except in the case of outline applications) plans and drawings necessary to enable them to determine the application; or
- (b) provide one of their officers with any evidence in respect of the application as is reasonable for them to call for to verify any particulars of information given to them.

Directions
restricting the
grant of
planning
permission.

15.—(1) The Minister may give directions restricting the grant of planning permission by the local planning authority during such period as may be specified in the directions in respect of such development or in respect of development of any such class, as may be so specified.

(2) The local planning authority shall enforce the directions of the Minister and do all that is possible to abide by them.

Consultation
by local
planning
authority.

16.—(1) The local planning authority shall, before granting permission for development or for approval of reserved matters or in granting outline planning permission consult—

- (a) with a neighbouring local planning authority where it appears to the local planning authority that the development is likely to affect land in the area of that neighbouring local planning authority; or
- (b) with the Chief Technical Director where it appears to the local planning authority that the development involves—
 - (i) land adjacent to a main road or land reserved for future main road improvement;
 - (ii) any engineering or other works in connection with the formation, laying out, grading, or drainage of any access road;
 - (iii) any works which may affect water drainage inside or outside the land to which the application relates, particularly any works affecting or likely to affect any natural water course; or
 - (iv) such significant increase in traffic that the town planning and traffic engineering consideration cannot be considered in isolation from the detailed engineering implications of any such development;
- (c) with the Ministry responsible for Agriculture where the development involves a change of use of more than two hectares of land in an area used or capable of being used for agriculture, but such land shall not include land zoned by the Authority as land to be used for some other purpose;

Fifth
Schedule.

- (d) with the Jamaica National Heritage Trust where the land to be developed is situated within 91 metres of a national monument or protected national heritage and land within a preservation scheme or to sites listed in Appendix 3 of the Fifth Schedule;
- (e) with the Natural Resources Conservation Authority where—
 - (i) the development is occurring on land situated in a coastal zone, in or adjacent to ecologically sensitive areas, in or adjacent to conservation areas or National Parks, or near rivers, streams or other water bodies;
 - (ii) the development is subject to an Environmental Statement;
 - (iii) the carrying out of building or other operations or the use of land for the purpose of refining or storing mineral oils and their derivatives; or
 - (iv) the carrying out of building or other operations or the use of land for the retention or disposal of sewage, trade waste or sludge;
- (f) with the Ministry for Health and Environmental Control where the development consists of or includes—
 - (i) the carrying out of works or operations in the bed or on the banks of rivers, streams or other body of water;
 - (ii) the carrying out of building or other operations or the use of land for the purpose of refining or storing mineral oils and their derivatives; or
 - (iii) the carrying out of building or other operations or the use of land for the retention or disposal of sewage, trade waste or sludge;
- (g) with the Commissioner of Mines and the Jamaica Bauxite Institute where the land to be developed is situated in any mineral deposit area;
- (h) with the Geological Survey Division where a geotechnical report is necessary or where the slope of the land is in excess of 45 degrees;
- (i) with the Office of Disaster Preparedness and Emergency Management where the development is situated on land occurring in areas subject to natural hazards;
- (j) with the Water Resources Authority and National Water Commission where there is to be an increase in demand for water or where effluent is to be discharged in streams or an aquifer;

- (k) with the National Water Commission where a sewage treatment plant proposed or connection to an existing sewerage system is being proposed;
- (l) with the Civil Aviation Authority where—
 - (i) the development is located within a 3 km Radius of airports, aerodromes, similar facilities and flight paths;
 - (ii) the structure proposed is to be within 9.26 km (5 nautical miles) of an aerodrome;
- (m) with the relevant building authority—
 - (i) for roof mounted mast/tower in order to ensure the structural integrity of the roof.

(2) Where the planning authority consults with any other body under sub-paragraph 1 and the body—

- (i) makes recommendations to the planning authority, the planning authority shall, before granting permission, whether conditional or unconditional, consider the recommendations;
- (ii) fails to make a recommendation within six weeks from the date of such consultation, the planning authority shall deal with the application unless the body indicates in writing that it is unable to meet the deadline and requests an extension.

Applications referred to the Authority.

17. On referring any application to the Authority under section 12 of the Act, pursuant to a direction in that behalf, the local planning authority, shall serve on the applicant notice of the terms of the direction and of any reason given by the Authority for issuing the direction, and such notice shall inform the applicant that the application has been referred to the Authority and shall contain a statement that the Authority will, if the applicant so desires, afford to the applicant an opportunity of appearing before and being heard by a person appointed by the Authority for the purpose.

Appeals.

18.—(1) Subject to the provisions of this Order, any person who desires to appeal—

- (a) against a decision of the local planning authority or the Authority, as the case may be, for—
 - (i) refusing planning permission; or
 - (ii) granting planning permission subject to conditions;
- (b) against a determination of the local planning authority under section 14 of the Act;

- (c) on the failure of the local planning authority or the Authority, as the case may be, to give notice of their decision or determination, shall give notice of appeal to the Minister copying that notice to the local planning authority, or the Authority, as the case may be;
- (d) within one month of the receipt of notice of the decision or determination; or
- (e) within one month of the expiry of the period specified in paragraph 11(1) of this Order, or such longer period as the Minister may at any time allow.

(2) The applicant shall also furnish to the Minister a copy of the following documents—

- (a) the application made to the local planning authority;
- (b) all relevant plans, drawings and particulars submitted to them;
- (c) the notice of the decision or determination, if any;
- (d) all other relevant correspondence with the local planning authority.

(3) The appellant may also supply any additional information pertaining to the appeal to the Minister.

(4) The appellant shall serve on the local planning authority or Authority as the case may be, a copy of the appeal and any additional information supplied to the Minister under paragraph (3).

Register of applications.

19.—(1) The local planning authority shall keep a register known as the Register of Applications (hereinafter referred to as the Register) containing the following information in respect of all land within the area to which this Order applies, namely—

- (a) particulars of any application for permission to develop made to the local planning authority in respect of any such land, including the name and address of the applicant, the date of the application, and brief particular of the development forming the subject of the application;
- (b) particulars of any direction given under the Act or this Order in respect of the application;
- (c) the decision, or determination, if any, of the local planning authority in respect of the application, and the date of such decision or determination;
- (d) the date and effect of any decision, or determination, of the Minister on appeal, in respect of the application; and
- (e) the date of any subsequent approval given in relation to the application.

(2) The Register shall include an index, which shall be in the form of a map unless the Minister approves some other form, for enabling a person to trace any entry in the Register.

(3) The Register shall be kept at the office of the local planning authority and shall be available for inspection by the public at all reasonable hours.

(4) Every entry in the Register consisting of particulars of an application shall be made by the local planning authority within fourteen days of the receipt of such application.

Information on applications to be given to Minister.

20. The local planning authority shall furnish to the Minister and to such other persons as may be specified by directions given by the Minister under this Order, such information as may be so specified with respect to applications made to the local planning authority under this order, including information as to the manner in which any such application has been dealt with.

Directions, consents and notices.

21.—(1) Any power conferred by this Order to give a direction or consent shall be construed as including power to cancel or vary the directions by a subsequent direction or, as the case may be, to revoke or modify such consent.

(2) Any notice or other document to be served or given under this Order may be served or given in the manner prescribed by section 30 of the Town and Country Planning Act.

Control of subdivided land.
Fifth Schedule.

22. Where any person proposes to subdivide land within the area to which this Order applies into allotments for the purpose of development or of sale a Scheme Plan showing the proposed subdivision shall be prepared in accordance with the Fifth Schedule of Appendix 12 of this Order and submitted to the local planning authority for approval.

Computation of compensation.

23. The base date for the computation of valuations in relation to assessing compensation in respect of this Order shall be the date one year prior to the coming into operation of this Order.

Matters to be dealt with by development orders.
Fifth Schedule.

24. The matters to be dealt with by development orders in the development order area in general and in the local planning areas in particular, shall be as set out in the Fifth Schedule.

Revocation.

25. Subject to paragraph 26, the Town and Country Planning (Manchester Parish) Development Order, 1974, and the Town and Country Planning Petrol Filling Station—(Manchester Parish) Development Order, 1964 are hereby revoked.

Savings.

26. Notwithstanding the revocation of the Orders referred to in paragraph 22 any permission granted pursuant to those Orders which had effect immediately before the coming into operation of this Order, shall until such permission is revoked, continue to have effect as if granted pursuant to this Order.

FIRST SCHEDULE

(Paragraph 4)

Part I *Manchester Parish Development Order Area*

Commencing at the intersection of the seacoast and the common boundary between the parishes of St. Elizabeth and Manchester at Alligator Pond Bay; thence generally north-easterly and generally north-westerly along the common boundary between the parishes of Manchester and St. Elizabeth to the common corner between Manchester, St. Elizabeth and Trelawny; thence generally north-easterly and generally south-easterly along the common boundary between the parishes of Manchester and Trelawny to the common corner between Trelawny, St. Ann, Clarendon, and Manchester; thence generally south-easterly, generally south-westerly, generally westerly and generally southerly along Clarendon and Manchester parish boundary to its intersection with the seacoast at Long Bay; thence generally in a straight line perpendicular to the seacoast to a point on the off shore territorial limits, thence generally along the territorial limits to a point directly opposite the starting point at Alligator Pond Bay; thence generally in a straight line back to the starting point; including all offshore islands, cays and man made and natural accretions within the territorial waters.

Part II. *Local Planning areas in Manchester**Mandeville Local Planning Area*

Starting from the point where the Winston Jones Highway (Mandeville Bypass) meets the Kendal to Mandeville secondary road thence north-easterly along the Kendal secondary road to where it meets the Alcan Bauxite access road at the overhead bridge; thence south-easterly along this road to where it meets a track in Woodlands; thence south-easterly along this track to where it meets Winston Jones Highway; thence north-easterly along this highway to where it meets another Alcan Bauxite access road (now abandoned); thence southerly along this road to where it meets Williamsfield to Mandeville Main Road opposite Windsor Lodge Children's Home; thence southerly along this main road to where it meets the Coffee Piece Parish Council Road at Belerite stand pipe; thence westerly and southerly along Coffee Piece Parish Council Road to meet the Lidar Grove to Old England Secondary Road at Melvin Henry's premises; thence north-westerly along this secondary road to where it meets Knockpatrick Parish Council Road; thence south-westerly along this parish council road to and along the Knockpatrick to Old England Parish Council Road to the Newport to Cedar Grove Secondary Road; thence south-westerly along this secondary road to where it meets a new land settlement road south-west of Knockpatrick Post Office; thence northerly along this land settlement road to the Lands Town Parish Council Road; thence and along the Lamb Town Parish Council Road to meet Cedar Grove Parish Council Road; thence north-easterly and along the Cedar Grove Parish Council Road to where it meets Waltham Road; thence north-westerly and along Waltham Road to where it meets the western boundary of Clifton Johnson's premises; thence south-westerly along this boundary to the eastern boundary of Bull Dead Property (Alcan); thence north-westerly along this

FIRST SCHEDULE, *contd.*

boundary to where it meets Perth Road opposite Mount Airy Road; thence north-westerly and southerly along Perth Road to meet Hopeton Parish Council Road; thence where it meets the Old Mandeville to Spur Tree Main Road; thence south-westerly and along this main road to and along Spur Tree to Mandeville Main Road to meet Kingsland Settlement Road approximately one chain north of the pump and valve factory; thence north-westerly along this settlement road to where it meets California Parish Council Road at Charley Raynor's premises; then north-easterly and along California Parish Council Road to Hatfield and Dunsinane Parish Council Road; thence north-easterly along this road to where it meets Mike Town Track before a church; thence northerly along Mike Town Track to meet Bethel Street; thence north-westerly along this boundary to and along Retford Parish Council Road; thence south-easterly along Somerset Parish Council Road to meet the Marshall Pen subdivision road; then northerly along this subdivision road and Marshall Pen Boundary to Marshall Pen Road; thence north-easterly along Marshall Pen Road and unto New Green Land to where it meets the Mark Post to Mandeville Secondary Road at the fig tree (Dorah); thence south-easterly along this main road to meet the Alcan Property Boundary at the deep bend; then easterly along this boundary to meet Winston Jones Highway (Mandeville bypass); then easterly along this highway to the starting point.

Williamsfield Local Planning Area

Starting at a point where the Content to Chantilly Parish Council Road meets the Kendall to Williamsfield Main Road at Content; thence north-easterly along the Chantilly to Content Parish Council Road to and along Napierston Parish Council Road to meet Mizpah Parish Council Road; then south-easterly along this parish council road to Bellefield to Banana Ground Secondary Road; thence southerly along this secondary road to meet Blue Mountain Parish Council Road (opposite Bellefield School), thence south-easterly along this parish council road to and along Blue Mountain to Coffee Ground Parish Council Road to meet Short Track; thence westerly along this road to meet Porus to Williamsfield Main Road; then south-westerly to a point on the railway line to join the Melrose Boundary; thence south-westerly along this boundary to where it meets Settlement Road; thence southerly along this Settlement Road to where it meets the Old England to Royal Flat Secondary Road; thence north-westerly along this road to the Mandeville to Williamsfield Main Road; thence north-easterly along this main road to the Alcan Bauxite access Road; thence north-westerly along this access road to where it meets the Winston Jones Highway; thence south-westerly along this highway track to another access road, thence along this access road to meet Kendal to Mandeville Secondary Road; thence north-easterly along this secondary road to where it meets Kendal to Williamsfield Main Road; thence south-easterly along this main road to the starting point.

FIRST SCHEDULE, *contd.**Porus Local Planning Area*

Starting at a point where the Old Porus Main Road cross the Manchester Clarendon Parish Boundary; thence south-easterly along the parish boundary to a point opposite Dawkins' boundary; thence south-westerly in a straight line to join Dawkins' Boundary at a track; thence south-westerly along this boundary to where it meets Redberry; thence north-westerly along this street to and along a track to the railway line at the intersection with the Broadleaf to Porus Main Road; thence south-westerly, and north-westerly along this main road to a point where it meets the southern Melrose Boundary, thence north-easterly along this boundary to the Williamsfield to Porus Main Road; thence south-easterly along this main road to where it meets the boundary of Prentice Hall near to Mile Post No. 39; thence northerly, north-westerly then easterly along this boundary to where it meets Clarks Town Road; thence easterly from this point in a straight line to the junction of Coffee Grove Parish Council Road and Pringle Track; thence north-easterly and along this parish council road to where it meets a north-easterly track at Wilburn Spencer's Premises; thence north-easterly along this track to the Manchester and Clarendon Parish Council Boundary; thence south-easterly along the parish boundary to the starting point.

Christiana Local Planning Area

Starting at a point where the Christiana to Lorrimers Main Road meets a bridle track beside Mr. Brown's house; thence easterly along this track to where it meets Silent Hill Parish Council Road; thence south-easterly along this parish council road to where it meets the Blue Hole River (a tributary of Cave River); thence south-easterly along Blue Hole River to where it crosses the Manchester Clarendon Parish Boundary; thence south-easterly along the parish boundary to the Clarendon Parish Council Road; thence north-westerly along the parish council road to where it meets the Walderston to Clarendon Secondary Road at Clarendon; thence south-easterly, south-westerly along this secondary road to where it meets Old Road north of Cobbla Youth Camp; thence north-westerly along Old Road to where it meets a track at a deep bend; then north-westerly along this track to meet Richmond Parish Council Road; thence south-westerly along Richmond Parish Council Road to where it meets a track opposite Bertram William's premises; thence south-westerly along the Christiana to Walderston Main Road; thence generally northerly, north-westerly, northerly along this main road to meet the Devon to Caines Shop Secondary Road; thence generally northerly, north-easterly along this secondary road to where it meets a secondary road leading from this road to Christiana; thence generally north-westerly, northerly along this road to meet the Knowsley Park Parish Council Road; thence south-easterly along this parish council road; thence south-easterly along this parish council road to where it meets the Broad Leaf Bridle Track; thence

FIRST SCHEDULE, *contd.*

northerly along this bridle track to where it meets the Struan Castle Bridle Track; thence north-westerly, along this track to where it meets the Knowley Park Bridle Road; thence south-easterly along this bridle road to where it meets the Christiana to Lorrimers Main Road; thence northerly along this main road to the starting point.

Pratville Local Planning Area

Starting at a point where Newport to Pratville Secondary Road meets the Rhooms Parish Council Road at the post office; thence north-easterly and south-easterly along Rhooms Parish Council Road at post office; thence north-easterly and south-easterly along Rhooms Parish Council Road to where it meets Manningsfield Parish Council Road at Hubert Merchant's premises; thence north-easterly along this parish council road to where it meets Digley Parish Council Road at Tosella Malcolm's premises; then south-easterly along this parish council road continuing along a track to where it meets the Pusey Hill to St. Jago Secondary Road at George Rodney's premises; thence south-westerly along this secondary road to and along the Warwick to Pusey Hill Secondary Road to where it meets a secondary road leading to the Pratville to Newport Secondary Road just beyond New Pillar Parish Council Road; thence north-westerly along this road to where it meets a parish council road leading to the Pratville to Newport Secondary Road; thence northerly along this parish council road to where it meets the Pratville to Newport Secondary Road; thence north-westerly along this road to where it meets a parish council road leading to the Pratville to Newport Secondary Road; thence north-westerly along this secondary road to the starting point.

Newport Local Planning Area

Starting at a point where the Newport to Pratville Secondary Road meets the Wales Land Settlement Road; thence south-easterly along this road to where it meet Salmon Town Parish Council Road; thence southerly, south-easterly, southerly and south-westerly along this road to where it meets Stones Hope Property Road; thence north-westerly along this road to where it meets the Rudds Corner to Cross Keys Secondary Road; thence north-easterly along this secondary road to where it meets the Rest Store to Newport Secondary Road; then north-westerly along this secondary road to where it meets Chipperham Parish Council Road; thence northerly along this Parish Council Road; thence north-easterly along this parish council road to where it meets the Newport to Cedar Grove Secondary Road; thence southerly along this road to the Newfield Parish Council Road; thence generally easterly, southerly and north-easterly along this parish council road from the Newport to Pratville Secondary Road; thence generally southerly, southerly along this parish council road to the starting point.

FIRST SCHEDULE, *contd.**Alligator Pond Local Planning Area*

Starting from the point where the Bull Savanna to Spring Ground Secondary Road meets the Alligator Pond to Rowes Corner Secondary Road; thence northerly along this secondary road to where it meets the Duff House Property Boundary; thence easterly and southerly along this boundary to where it meets the Lumsden Property Boundary, thence easterly and south-easterly along those boundary to where it meets the Alligator Pond to Milk River Secondary Road; thence south-easterly along this secondary road for a short distance to where it meets a bridle track; thence southerly along this track to where it meets the sea coast; thence north-westerly along the sea coast to the St. Elizabeth Manchester Parish Boundary (Alligator Pond River); then north-easterly and north-westerly along this parish boundary to where it meets the Spring Ground Farm Road (also a part of the parish boundary); thence easterly and northerly along this farm road which also constitutes the parish boundary to where this meets the Bull Savanna to Spring Ground Secondary Road two chains west of Spring Ground crossing; thence south easterly along this secondary road to the starting point.

Mile Gully Local Planning Area

Starting at a point where the Johns Hall to Mile Gully Secondary Road meets Inglewood Parish Council Road at Inglewood; thence westerly along Inglewood Parish Council Road to a point at the bend in the road at Bushy Park where the road meets a track from Johns Hall Secondary Road; thence north-easterly in a straight line to a point on the Mile Gully to Oxford Main Road where the railway line crosses the road; thence generally south-easterly along this main road to the Skull Point to Devon Secondary Road; thence north-easterly along this secondary road to where it meets the Ballymure Secondary Road; thence northerly along this secondary road to where it meets the New Pond Parish Council Road at a big cotton tree; thence south-easterly along this parish council road to where it ends up in a track; thence easterly along this track to where it meets the Skull Point to Devon Secondary Road beside the Bethany All Age School; thence south-easterly along this road to where it meets Lichfield Parish Council Road; thence south-easterly along this parish council road to where it meets Crawle Parish Council Road; thence south-easterly along this parish council road to where it meets Mile Gully to Kendal Main Road; thence westerly and northerly along this main road to where it meets Shield Bush Parish Council Road; thence south-westerly along this parish council road to where it meets the John's Hall to Mile Gully Secondary Road; thence northerly along this road to the starting point.

SECOND SCHEDULE

(Paragraph 5)

*Use Classes Order*Class 1—*Shops*

Use for all or any of the following purposes—

- (a) as a shop;
- (b) for the retail sale of goods to the public other than hot food;
- (c) as a post office;
- (d) for the sale of tickets or as a travel agency;
- (e) for the sale of sandwiches or other cold food for consumption off the premises;
- (f) for hair grooming (hairdressing and barbering);
- (g) for the direction of funerals but does not display coffins and bodies;
- (h) for the display of goods for sale;
- (i) for the hiring out of domestic or personal goods or articles;
- (j) for the washing or cleaning of clothes or fabrics on the premises except for dry cleaning;
- (k) for the reception of goods to be washed, cleaned or repaired where the sale, display or services is to visiting members of the public except for dry cleaning; or
- (l) as an internet cafe;

Class 2—*Financial and Professional Services*

Use for the provision of—

- (a) financial services;
- (b) professional services (other than health or medical services); or
- (c) any other services (including use as a betting office) that it is appropriate to provide in a shopping area where the services are provided principally to visiting members of the public example banks, building societies, estate and employment agencies.

SECOND SCHEDULE, *contd.*

Class 3—*Restaurants and Cafes*

Use for the sale of food or drink for consumption on the premises—restaurants, snack bars and cafes.

Class 4—*Drinking Establishments*

Use as Public houses, bars or other drinking establishments (but not a night club).

Class 5—*Hot food takeaways*

Use for the sale of hot food for consumption off the premises.

Class 6—*Business*

Use for all or any of the following purposes:—

- (a) As an office other than use within class 2 (financial and professional services);
- (b) or research and development of products or processes; or
- (c) for any light industrial process being a use which can be carried out in any residential area without detriment to the amenity of that area by reason of noise, visual appearance, vibration, smell, fumes, smoke, soot, ash, dust or grit.

Class 7—*General Industry*

Use for the carrying on of any industrial process other than one falling within Class 6.

Class 8—*Storage or Distribution*

Use for storage or as a distribution centre or as a wholesale warehouse.

Class 9—*Hotels*

Use as a hotel or as a boarding or guest house where, in each case, no significant element of care is provided.

Class 10—*Residential Institutions*

- (a) for the provision of residential accommodation and care to people in need of after care. (Other than a use within Class 12 (dwelling houses));

SECOND SCHEDULE, *contd.*

- (b) Use as a hospital or nursing home;
- (c) Use as a residential school, college or training centre.

Class 11—*Secure Residential Institution*

Use for a provision of secure residential accommodation, including use as a prison, young offenders institution, detention centre, secure training centre, custody centre, short term holding centre, secure hospital or use as a military barracks.

Class 12—*Dwelling House*

Use as a dwelling house (whether or not as a sole or main residence).

- (a) by a single person or persons living together as a family; or
- (b) by not more than 6 residents living together as a single household (including a household where care is provided for residents such as disabled or handicapped people living in the community and students or young people sharing a dwelling).

Class 13—*Non-Residential Institutions*

Any use not including a residential use—

- (a) for the provision of any medical or health services except the use of premises attached to the residence of the consultant or practitioner;
- (b) as a creche, day nursery, day care centre health centre, clinic;
- (c) for the provision of non residential education and training centre;
- (d) for display of records of art (otherwise than for sale or hire);
- (e) as a museum;
- (f) as a public library or public reading room;
- (g) as a public hall or exhibition hall;
- (h) for, or in connection with, public worship or religious instruction;
- (i) as a court of law; or
- (j) as an art gallery.

SECOND SCHEDULE, *contd.*

Class 14—*Assembly and Leisure*

Use as—

- (a) a public hall, concert hall, exhibition hall, social centre or a community centre;
- (b) a theatre, cinema, music hall;
- (c) a dance hall (but not night clubs), swimming bath, skating rinks, gymnasium, sport arenas or for other indoor games (except for motor sports, or where firearms are used).

THIRD SCHEDULE

(Paragraph 7)

Permitted Development

Part 1—Development within the Curtilage or a Dwelling House

Use for all or any of the following purposes:—

CLASS A

Permitted
development.

- A. The enlargement, improvement or other alteration of a dwelling house.

Development
not permitted.

- A.1 Development is not permitted if—

- (a) the cubic content of the resulting building would exceed the cubic content of the original dwelling house—
- (i) in the case of a terrace house or a town house by more than 50 cubic metres or 10%, whichever is the greater;
 - (ii) in any other case, by more than 70 cubic metres;
- (b) the part of the building enlarged, improved or altered would exceed in height the highest part of the roof of the original dwelling house;
- (c) the part of the building enlarged, improved or altered would be nearer to any highway which bounds the curtilage of the dwelling house than—
- (i) the part of the original dwelling house nearest to that highway; or
 - (ii) 15.24 metres, whichever is the nearest to the highway;
- (d) the part of the building enlarged, improved or altered would be within 1.5 metres of the boundary of the curtilage of the dwelling house and would exceed 3.6 metres in height;

THIRD SCHEDULE, *contd.*

- (e) the total area of ground covered by buildings within the curtilage (other than the original dwelling house) would exceed 50% of the total area of the curtilage (excluding the ground area of the original dwelling house);
- (f) it would consist of or include the installation, alteration or replacement of a satellite antenna;
- (g) it would consist of or include an erection of a building within the curtilage of a listed building; or
- (h) it would consist of or include an alteration to any part of the roof.

A. 2 Development is not permitted by Class A if it would consist of or include the cladding of any part of the exterior with stone, artificial stone, timber, plastic or tiles to an existing external surface.

Interpretation of
Class A.

A.3 For the purpose of Class A—

- (a) the erection within the curtilage of a dwelling house of any building with a cubic content greater than 10 cubic metres shall be treated as the enlargement of a dwelling house for all purpose including calculating cubic content where any part of that building would be within 5 metres of any part of the dwelling house.
- (b) where any part of the dwelling house would be within 5 metres of an existing building within the same curtilage, that building shall be treated as forming part of the resulting building for the purposes of calculating the cubic content.

Class B.

Permitted
development.

B. The enlargement of a dwelling house consisting of an addition or alteration to its roof.

THIRD SCHEDULE, *contd.*

Development not permitted.

B. 1 Development is not permitted if—

- (a) any part of the dwelling house would as a result of the works, exceed the height of the highest part of the existing roof;
- (b) any part of the dwelling house would, as a result of the works extend beyond the plane of any existing roof slope which fronts any highway;
- (c) it would increase the cubic content of the dwelling house by more than 40 cubic metres, in the case of a town house or terrace house or 50 cubic metres in any other case;
- (d) the cubic content of the resulting building would exceed the cubic content of the original dwelling house—
 - (i) in the case of a terrace house or town house by more than 50 cubic metres or 10%, whichever is the greater;
 - (ii) in any other case, by more than 70 cubic metres or 15%, whichever is the greater; or
 - (iii) in any case, by more than 115 cubic metres.

Class C.

Permitted development.

C. Any other alteration to the roof of a dwelling house.

Development not permitted.

C.1 Development is not permitted if it would result in a material alteration to the shape of the dwelling house.

Class D.

Permitted development.

D. The erection or construction of a porch outside any external door of a dwelling house.

Development not permitted.

D. 1 Development is not permitted if—

- (a) the ground area (measured externally)

THIRD SCHEDULE, *contd.*

- of the structure would exceed 3 square metres;
- (b) any part of the structure would be more than 3 metres above ground level;
- (c) any of the structure would be within 15.24 metres of any boundary of the curtilage of the dwelling house with a highway.
- Class E.
- Permitted development. E. The provision within the curtilage of a dwelling house of any building or enclosure, swimming or other pool required for a purpose incidental to the enjoyment of the dwelling house as such, or the maintenance, improvement or other alteration of such a building or enclosure.
- Development not permitted. E.1 Development is not permitted if—
- (a) it relates to a dwelling or a satellite antenna;
- (b) any part of the buildings or enclosure to be constructed or provided would be nearer to any highway which bounds the curtilage than—
- (i) the part of the original dwelling house nearest to that highway; or
- (ii) 15.24 metres whichever is nearer to the highway.
- (c) where the building to be constructed or provided would have a cubic content greater than 10 cubic metres, any part of it would be within 5 metres of any part of the dwelling house;
- (d) the height of that building or enclosure would exceed—
- (i) 3.66 metres, in the case of a building with a ridged roof; or

THIRD SCHEDULE, *contd.*

- (ii) 3 metres, in any other case;
- (e) the total area of ground covered by buildings or enclosures within the curtilage (other than the original dwelling house) would exceed 50% of the total area of the curtilage (excluding the ground area of the original dwelling house); or
- (f) in the case of land within the curtilage or a listed building, it would consist of the provision, alteration or improvement of a building with a cubic content greater than 10 cubic metres.
- Interpretation of Class E. E. 2 for the purpose of Class E—
purpose incidental to the enjoyment of the dwelling house as such, includes the keeping of poultry, bees, pet animals, birds or other livestock for the domestic needs or personal enjoyment of the occupants of the dwelling house where the dwelling house is located in a rural area.
- Class F.
Permitted development. F. The provision within the curtilage of a dwelling house of a hard surface for any purpose incidental to the enjoyment of the dwelling house as such.
- Class G.
Permitted development. G. The installation, alteration or replacement of a satellite antenna on a dwelling house or within the curtilage of a dwelling house.
- Development not permitted. G. 1 Development is not permitted if—
- (a) the size of the antenna (excluding any projecting feed element, reinforcing rim, mounting and brackets) when measured in any dimension would exceed—
- (i) 45 centimetres in the case of an antenna to be installed on a chimney;

THIRD SCHEDULE, *contd.*

- (ii) 70 centimetres in any other case;
- (b) the highest part of an antenna to be installed on a roof or a chimney would, when installed, exceed in height—
- (i) in the case of an antenna to be installed on a roof, the highest part of the roof;
- (ii) in the case of an antenna to be installed on a chimney, the highest part of the chimney;
- (c) there is any other satellite antenna on the dwelling house or within its curtilage;
- Conditions. G. 2 Development is permitted by Class G subject to the following conditions—
- (a) an antenna installed on a building shall, so far as practicable, be sited so as to minimise its effect on the external appearance to the building;
- (b) an antenna no longer needed for the reception or transmission of microwave radio energy shall be removed as soon as reasonably practicable.
- Interpretation of Part 1. 1. For the purposes of Part 1—
- “existing building” means the dwelling house as enlarged, improved or attached, taking into account any enlargement, improvement or alteration to the original dwelling house, whether permitted by this part or not.
- PART 2—*Minor Operations*
- Class A. Permitted development. A. The erection, construction, maintenance, improvement or alteration of a gate, fence, wall or other means of enclosure.
- Development not permitted. A.1 Development is not permitted if—

 THIRD SCHEDULE, *contd.*

- (a) the height of any gate, fence, wall or means of enclosure erected or constructed adjacent to a highway used by vehicular traffic would, after the carrying out of the development, exceeds one metre above ground level;
- (b) the height of any other gate, fence, wall or means of enclosure erected or constructed would exceed two metres above ground level;
- (c) the height of any gate, fence, wall or other means of enclosure maintained, improved or altered would, as a result of the development, exceed its former height or the height referred to in subparagraph (a) or (b) as the height appropriate to it if erected or constructed, which is the greater; or
- (d) it would involve development within the curtilage of, or to a gate, fence, wall or other means of enclosure surrounding, a listed building.

Class B.
Permitted
development.

- B. The formation, laying out and construction of a means of access to a highway which is not a trunk road or a classified road, where that access is required in connection with development permitted by any class in this Schedule (other than by Class A of this Part).

Class C.
Permitted
development.

- C. The painting of the exterior of any building or work.

Development
not permitted.

- C. 1 Development is not permitted where the painting is for the purpose of advertisement, announcement or direction.

Interpretation.

- C. 2 In class C "painting" includes any application of colour.

General Note.

This part grants planning permission for minor operations in relation to walls and enclosures, and means of access. There is some overlap with Pt. 1,

THIRD SCHEDULE, *contd.*

which permits the erection of buildings and enclosures, but is limited to dwelling-house curtilages. Rights under this Part are not so limited.

PART 3—*Development by Local Authorities*

Class A.
Permitted
Development.

- A. The erection or construction and maintenance, improvement or other alteration by local authority of—
- (i) such small ancillary building works and equipment as are required on land belonging to or maintained by them for the purpose of any functions exercised by them on that land otherwise than as statutory undertakers.
 - (ii) lamp standards, information works, passenger shelters and seats, telephone boxes, fire alarms, public drinking fountains, horse troughs, useful bins or baskets, barriers for the control of persons waiting to enter public vehicles, and such similar structures or works may be required in connection with the operation of any public service administered by them.

Class B.
Permitted
development.

- B. The deposit by a local authority of waste material or refuse on any land comprised in a site which was used for that purpose previously, whether or not the superficial area or the height of the deposit is thereby extended.

PART 4—*Temporary Buildings And Uses*

Class A.
Permitted
development.

- A. The provision on land of buildings, moveable structures, works, plant or machinery required temporarily in connection with and for the duration of operations being or to be carried out on, in, under or over that land or on land adjoining that land.

Development
not permitted.

- A. 1 Development is not permitted if—
- (a) the operations referred to are mining operations; or

THIRD SCHEDULE, *contd.*

- (b) planning permission is required for those operations but is not granted or deemed to be granted.
- Conditions. A. 2 Development is permitted subject to the conditions that, when the operations have been carried out—
- (a) any building, structure, works, plant or machinery permitted by this Class shall be removed; and
- (b) any adjoining land on which development permitted by this Class has been carried out shall as soon as reasonably practicable, be reinstated to its condition before that development was carried out.
- Class B.
Permitted development. B. The use of any land for any purpose for not more than 28 days in total in any calendar year, of which not more than 14 days in total may be for the purpose of the holding of a market or motor car and motor cycle racing including trials of speed and practicing for the activities and the provision on the land of any moveable structure for the purposes of the permitted use.
- Development not permitted. B. 1 Development is not permitted if—
- (a) the land in question is a building or is within the curtilage of a building; or
- (b) the land is, or is within, an area of special scientific interest and the use of the land is for—
- (i) motor car and motor cycle racing or other motor sports;
- (ii) clay pigeon shooting; or
- (iii) any war game.
- Interpretation of Class B. B. 2 “war game” means an enacted, mock or imaginary battle conducted with weapons which are designed not to injure (including smoke bombs, or guns or

THIRD SCHEDULE, *contd.*

grenades which fire or spray paint or are otherwise used to mark other participants), but excludes military activities or training exercises organised by or with the authority of the Jamaica Defence Force.

PART 5 — *Agricultural Buildings and Operations*

Class A.
Permitted
development.

Development on units 2.0 hectares or more.

A. The carrying out on agricultural land comprised in an agricultural unit 2.0 hectares or more in area of—

- (a) works for the erection, extension or alteration of a building; or
- (b) any excavation or engineering operations, which are reasonably necessary for the purposes of agriculture within that unit.

Development
not permitted.

A. 1 Development is not permitted if—

- (a) the development would be carried out on a separate parcel of land forming part of the unit which is less than 0.4 hectare in area;
- (b) it would consist of, or include, the erection, extension or alteration of a dwelling;
- (c) it would involve the provision of a building, structure or works not designed for agricultural purposes; or
- (d) the ground area which would be covered by—
 - (i) any works or structure (other than a fence) for accommodating livestock or any plant or machinery arising from engineering operations; or
 - (ii) any building erected or extended or altered by virtue of this Class, would exceed

THIRD SCHEDULE, *contd.*

465 square metres, calculated as described in paragraph D.2;

- (e) the height of any part of any building, structure or works within 3 kilometres of the perimeter of an aerodrome would exceed 3 metres;
- (f) the height of any part of any building, structure or works not within 3 kilometres of the perimeter of an aerodrome would exceed 12 metres;
- (g) any part of the development would be within 25 metres of a metalled part of a trunk or classified road;
- (h) it would consist of, or include, the erection or construction of, or the carrying out of any works to, a building, structure or an excavation used or to be used for the accommodation of livestock or for the storage of slurry or sewage sludge where the building, structure or excavation is, or would be, within 400 metres of the curtilage of a protected building; or
- (i) it would involve excavations or engineering operations over land which are connected with fish farming.

Conditions.

A. 2 (1) Development is permitted by Class A subject to the following conditions—

- (a) where development is carried out within 400 metres of the curtilage of a protected building, any building, structure, excavation or works resulting from the development shall not be used for the accommodation of livestock except in the circumstances described in paragraph D.3 or for the storage of slurry or sewage sludge;

THIRD SCHEDULE, *contd.*

- (b) where the development involves—
 - (i) the extraction of any mineral from the land; or
 - (ii) the removal of any mineral from a mineral-working deposit, the mineral shall not be moved off the unit;
 - (c) waste materials shall not be brought onto the land elsewhere for deposit except for use in works described in Class A (a) or in the creation of a hard surface and any materials so brought shall be incorporated forthwith into the building or works in question.
- (2) Subject to paragraph (3), development consisting of—
- (i) the erection, extension or alteration of a building;
 - (ii) the formation or alteration of a private way;
 - (iii) the carrying out of excavations or the deposit of waste material (where the relevant area, as defined in paragraph D.4 below exceeds 0.5 hectare); or
 - (iv) the placing or assembly of a tank in any waters is permitted by Class A subject to the following conditions—
 - (a) the developer shall, before beginning the development, apply to the local planning authority for a determination as to whether the prior approval of the authority will be required to the siting, design and external appearance of the building, the siting and means of construction of the private way, the siting of the excavation or deposit of the siting and appearance of the tank, as the case may be;

THIRD SCHEDULE, *contd.*

- (b) the application shall be accompanied by a written description of the proposed development and of the materials to be used and a plan indicating the site;
- (c) the development shall not begin before the occurrence of one of the following—
 - (i) the receipt by the applicant from the local planning authority notice of a written notice of their determination that such prior approval is not required;
 - (ii) where the local planning authority gives the applicant notice within 28 days following the date on which the application was received by the local planning authority without the local planning authority making any determination as to whether such approval is required or notifying the applicant of their determination;
 - (iii) the expiry of 28 days following the date on which the application was received by the local planning authority without the local planning authority making any determination as to whether such approval is required or notifying the applicant of their determination;

THIRD SCHEDULE, *contd.*

- (d) (i) where the local planning authority gives the applicant notice that such prior approval is required the applicant shall display a site notice by site display on or near the land on which the proposed development is to be carried out, leaving the notice in position for not less than 21 days in the period of 28 days from the date on which the local planning authority gave the notice to the applicant;
- (ii) the applicant shall not be treated as not having complied with the requirements of sub-paragraph (i) if the site notice is, without any fault or intention of his, removed, obscured or defaced before the period of 21 days referred to in that sub-paragraph has elapsed, if he has taken reasonable steps for its protection and, if need be, replacement;
- (e) the development shall, except to the extent that the local planning authority otherwise agree in writing, be carried out—
 - (i) where prior approval is required, in accordance with the details approved;
 - (ii) where prior approval is not required, in accordance with the details submitted with the application; and
- (f) the development shall be carried out—
 - (i) where approval has been given by the local planning

 THIRD SCHEDULE, *contd.*

authority, within a period of two years from the date on which approval was given,

- (ii) in any case, within a period of two years from the date on which the local planning authority were given the information referred to in sub-paragraph (b).

- (3) The conditions in paragraph (2) do not apply to the extension or alteration of a building except in the case of significant alteration or a significant extension.
- (4) Development consisting of the significant extension or the significant alteration of a building may only be carried out once by virtue of Class A.

Class B.

Permitted development.

B. Development on units of less than 2.0 hectares the carrying out on agricultural land comprised in an agricultural unit of not less than 0.4 but less than 2 hectares in area of development consisting of—

- (a) the extension or alteration of an agricultural building;
- (b) the installation of additional or replacement plant or machinery;
- (c) the provision, rearrangement or replacement of a sewer, main, pipe, cable or other apparatus;
- (d) the provision, rearrangement or replacement of a private way;
- (e) the creation of a hard surface;
- (f) the deposit of waste; or
- (g) the carrying out of any of the following operations in connection with fish farming, namely repairing ponds and raceways; the installation of grading machinery, aeration equipment or flow meters and any associated channel; the dredging of ponds; and the replacement

THIRD SCHEDULE, *contd.*

of tanks and nets, where the development is reasonably necessary for the purposes of agriculture within the unit.

Development not permitted.

B. 1 Development is not permitted by Class B if—

- (a) the development would be carried out on a separate parcel of land forming part of the unit which is less than 0.4 hectare in area;
- (b) the external appearance of the premises would be materially affected;
- (c) any part of the development would be within 25 metres of a metalled part of a trunk or classified road;
- (d) it would consist of, or involve, the carrying out of any works to a building or structure used or to be used for the accommodation of livestock or the storage of slurry or sewage sludge where the building or structure is within 400 metres of the curtilage of a protected building; or
- (e) it would relate to fish farming and would involve the placing or assembly of a tank on land or in any waters or the construction of a pond in which fish may be kept or an increase (otherwise than by the removal of silt) in the size of any tank or pond in which fish may be kept.

B. 2 Development is not permitted by Class B (a) if—

- (a) the height of any building would be increased;
- (b) the cubic content of the original building would be increased by more than 10 percent;
- (c) any part of any new building would be more than 30 metres from the original building;

THIRD SCHEDULE, *contd.*

- (d) the development would involve the extension, alteration or provision of a dwelling;
- (e) any part of the development would be carried out within 5 metres of any boundary of the unit; or
- (f) the ground area of any building extended by virtue of this Class would exceed 465 square metres.

B. 3 Development is not permitted by Class B (b) if—

- (a) the height of any additional plant or machinery within 3 kilometres of the perimeter of an aerodrome would exceed 3 metres;
- (b) the height of any additional plant or machinery not within 13 kilometres of the perimeter of an aerodrome would exceed 12 metres;
- (c) the height of any replacement plant or machinery would exceed that of the plant or machinery being replaced; or
- (d) the area to be covered by the development would exceed 465 square metres calculated as described in paragraph D.2 below.

B. 4 Development is not permitted by Class B (e) if the area to be covered by the development would exceed 465 square metres calculated as described in paragraph D.2 below.

Conditions

- B. 5 Development permitted by Class B and carried out within 400 metres of the curtilage of a protected building is subject to the condition that any building which is altered, or any works resulting from the development, shall not be used for the accommodation of livestock except in the circumstances described in paragraph D.3 or for the storage of slurry or sewage sludge.

THIRD SCHEDULE, *contd.*

B. 6 Development is permitted by Class B (f) subject to the following conditions—

- (a) that waste materials are not brought on to the land from elsewhere for deposit unless they are for use in works described in Class B (a),(d) or (e) and are incorporated forthwith into the building or works in question; and
- (b) that the height of the surface of the land will not be materially increased by the deposit.

CLASS C MINERAL WORKING FOR AGRICULTURAL PURPOSES

Permitted development	C. The winning and working on land held or occupied with land used for the purposes of agriculture of any mineral reasonably necessary for agricultural purposes within the agricultural unit of which it forms part.
Development not permitted	C. 1 Development is not permitted by Class C if any excavation would be made within 15.24 metres of a metalled part of a trunk or classified road.
Condition	C. 2 Development is permitted by Class C subject to the condition that no mineral extracted during the course of the operation shall be moved to any place outside the land from which it was extracted, except to land which is held or occupied with that land and is used for the purposes of agriculture.
Interpretation of part 5	D.1 for the purposes of Part 5— <p>“agricultural land” means land which, before development permitted by this Part is carried out, is land in use for agriculture and which is so used for the purposes of a trade or business, and excludes any dwelling house or garden;</p> <p>“agricultural unit” means agricultural land which is occupied as a unit for the purposes of agriculture, including—</p> <ul style="list-style-type: none"> (a) any dwelling or other building on that land

THIRD SCHEDULE, *contd.*

occupied for the purpose of farming the land by the person who occupies the unit, or

- (b) any dwelling on that land occupied by a farm worker;

“building” does not include anything resulting from engineering operations;

“fish farming” means the breeding, rearing or keeping of fish or shellfish (which includes any kind of crustacean and mollusc);

“livestock” includes fish or shellfish which are farmed;

“protected building” means any permanent building which is normally occupied by people or would be so occupied, if it were in use for purposes for which it is apt; but does not include—

- (i) a building within the agricultural unit;
- (ii) a dwelling or other building on another agricultural unit which is used for or in connection with agriculture;

“significant extension” and “significant alteration” mean any extension or alteration of the building where the cubic content of the original building would be exceeded or altered would exceed the height of the original building; and

“tank” includes any cage and any other structure for use in fish farming.

D. 2 For the purposes of this Part—

- (a) an area calculated as described in this paragraph comprises the ground area which would be covered by the proposed development, together with the ground area of any building (other

THIRD SCHEDULE, *contd.*

than a dwelling), or any structure, works, plant, machinery or ponds or tanks within the same unit which are being provided or have been provided within the preceding two years and any part of which would be within 90 metres of the proposed developments;

- (b) 400 metres is to be measured along the ground.

D. 3 The circumstances referred to in paragraph A.2(1)

(a) and B.5 are that no other suitable building or structure, 400 metres or more from the curtilage of a protected building, available to accommodate the livestock; and

- (a) that the need to accommodate it arises from—

- (i) a quarantine requirements;
- (ii) an emergency due to another building or structure in which the livestock could otherwise be accommodated being unavailable because it has been damaged or destroyed by fire, flood or storm; or

- (b) in the case of animals normally kept out of doors they require temporary accommodation in a building or other structure—

- (i) because they are sick or giving birth or newly born; or
- (ii) to provide shelter against extreme weather conditions.

D. 4 For the purposes of paragraph A. 2 (2) (iii) the relevant area is the area of the proposed excavation or the area on which it is proposed to deposit waste together with the aggregate of the areas of all other excavations within the unit which have not been filled and of all other parts of the unit on or under

THIRD SCHEDULE, *contd.*

which waste has been deposited and has not been removed.

D. 4 A—In paragraph A.2(2) (cc), “site notice” means a notice containing—

- (a) the name of the applicant;
- (b) the address or location of the proposed development;
- (c) a description of the proposed development and of the materials to be used;
- (d) a statement that the prior approval of the authority will be required to the siting, design and external appearance of the building, the siting and means of construction of the private way, the siting of the excavation or deposit or the siting and appearance of the tank, as the case may be;
- (e) the name and address of the local planning authority and which is signed and dated by or on behalf of the applicant.

D. 5 For the purpose of Class B—

- (a) the erection of any additional building within the curtilage of another building is to be treated as the extension of that building and the additional building is not to be treated as an original building;
- (b) where two or more original buildings are within the same curtilage and are used for the same undertaking they are to be treated as a single original building in making any measurement in connection with the extension or alteration of either of them.

D. 6 In Class C, “the purposes of agriculture” includes fertilizing land used for the purposes of agriculture and the maintenance, improvement or alteration of any buildings, structures or works occupied or used for such purposes on land so used.”

THIRD SCHEDULE, *contd.*PART 6—*Forestry Buildings And Operations*

Class A
Permitted
development

A. The carrying out on land used for the purposes of forestry, including afforestation, of development reasonably necessary for those purposes consisting of—

- (a) works for the erection, extension or alteration of a building;
- (b) the formation, alteration or maintenance of private ways;
- (c) operations on that land, or on land held or occupied with that land, to obtain the materials required for the formation, alteration or maintenance of such ways;
- (d) other operations (not including engineering or mining operations).

Development
not permitted

A. 1 Development is not permitted if—

- (a) it would consist of or include the provision or alteration of a dwelling;
- (b) the height of any building or works within 3 kilometres of the perimeter of an aerodrome would exceed 3 metres in height, or
- (c) any part of the development would be within 15.24 metres of the metalled portion of a trunk or classified road.

Conditions

A. 2 (1) Subject to paragraph (3), development consisting of the erection of a building or the (extension or alteration) of a building or the formation or alteration of a private way is permitted by Class A subject to the following conditions—

- (a) the developer shall, before beginning the development, apply to the local planning authority for a determination as to whether the prior approval of the authority will be required to the siting, design and external appearance of the

THIRD SCHEDULE, *contd.*

building or, as the case may be, the siting and means of construction of the private way,

- (b) the application shall be accompanied by a written description of the proposed development, the materials to be used and a plan indicating the site;
- (c) the development shall not be begun before the occurrence of one of the following—
 - (i) the receipt by the applicant from the local planning authority of a written notice of their determination that such prior approval is not required;
 - (ii) where the local planning authority gives the applicant notice within 28 days following the date of receiving his application of their determination that such prior approval is required, the giving of such approval;
 - (iii) the expiry of 28 days following the date on which the application was received by the local planning authority without the local planning authority making any determination as to whether approval is required or notifying the applicant of their determination;
- (d) (i) where the local planning authority gives the applicant notice that such

THIRD SCHEDULE, *contd.*

prior approval is required the applicant shall display a site notice by site display on or near the land on which the proposed development is to be carried out, leaving the notice in position for not less than 21 days in the period of 28 days from the date on which the local planning authority gave the notice to the applicant;

- (ii) the applicant shall not be treated as not having complied with the requirements of sub-paragraph (i) if the site notice is, without any fault or intention of his, removed, obscured or defaced before the period of 21 days referred to in that sub-paragraph has elapsed, if he has taken reasonable steps for its protection and, if need be, replacement;]
- (e) the development shall, except to the extent that the local planning authority otherwise agree in writing, be carried out—
 - (i) where prior approval is required, in accordance with the details approved;
 - (ii) where prior approval is not required, in accordance with the details submitted with the application;
- (e) the development shall be carried out—
 - (i) where approval has been given by the local planning

THIRD SCHEDULE, *contd.*

authority, within a period of two years from the date on which approval was given,

- (ii) in any other case, within a period of two years from the date on which the local planning authority were given the information referred to in sub-paragraph (b).

- (2) In the case of development consisting of the significant extension or the significant alteration of a building, such development may be carried out only once.

A. 3 For the purposes of this class—

“Significant extension” and “significant alteration” mean any extension or alteration of the building where the cubic content of the original building would be exceeded by more than 10 percent or the height of the building as extended or altered would exceed the height of the original building.

“site notice” means a notice containing—

- (a) the name of the applicant;
- (b) the address or location of the proposed development;
- (c) a description of the proposed development and of the materials to be used;
- (d) a statement that the prior approval of the authority will be required to the siting, design and external appearance of the building or, as the case may be, the siting and means of construction of the private way;
- (e) the name and address of the local planning authority, and which is signed and dated by or on behalf of the applicant.

THIRD SCHEDULE, *contd.*PART 7—*Repairs To Unadopted Streets And Private Ways*

Class A Permitted development The carrying out on land within the boundaries of an unadopted street or private way of works required for the maintenance or improvement of the street or way.

General Note Works by road authorities for maintenance and improvement of roads do not constitute development, by virtue of the 1957 Act S.5(2)(b). This part grants planning permission for such works in relation to unadopted streets and private ways, being in both cases ways or highways which are not maintainable at the public expense.

PART 8—*Repairs to Services*

Class A Permitted development The carrying out of any works for the purposes of inspection, repairing or renewing any sewer, main, pipe, cable or other apparatus, including breaking open any land for that purpose.

General Note Works for the purpose prescribed in this part do not require planning permission if undertaken by local authorities and statutory undertakers, by virtue of the 1957 Act S.5 (2)(c). This part grants planning permission for cases where the works are to be carried out by others.

PART 9—*Aviation Development*

Class A Permitted development Development at an airport
A. The carrying out on operational land by a relevant airport operator or its agent of development (including the erection or alteration of an operational building) in connection with the provision of services and facilities at a relevant airport.

Development not permitted A.1 Development is not permitted by class A if it would consist of or include—
(a) the construction or extension of a runway;
(b) the construction of a passenger terminal the floor space of which would exceed 500 square metres;

THIRD SCHEDULE, *contd.*

- (c) the monitoring of the movement of aircraft using the airport.
- | | |
|-------------------------------------|--|
| Class C
Permitted
development | <p style="text-align: center;">Air navigation development at an airport</p> <p>C. The carrying out on operational land outside but within 8 Kilometres of the perimeter of a relevant airport by a relevant airport operator or its agent, of development in connection with—</p> <p style="margin-left: 40px;">(a) the provision of air traffic control services,</p> <p style="margin-left: 40px;">(b) navigation of aircraft using the airport, or</p> <p style="margin-left: 40px;">(c) the monitoring of the movement of aircraft using the airport.</p> |
| Development not
permitted | <p>C. Development is not permitted by Class C if—</p> <p style="margin-left: 40px;">(a) any building erected would be used for a purpose other than housing equipment used in connection with the provision of air traffic control services, with assisting the navigation of aircraft or with monitoring the movement of aircraft using the airport;</p> <p style="margin-left: 40px;">(b) any building erected would exceed a height of 4 metres;</p> <p style="margin-left: 40px;">(c) it would consist of the installation or erection of any radar or radio mast, antenna or other apparatus which would exceed 15 metres in height, or where an existing mast, antenna or apparatus is replaced, the height of that mast, antenna or apparatus if greater.</p> |
| Class D
Permitted
development | <p style="text-align: center;">Development by Civil Aviation Authority within an airport</p> <p>D. The carrying out by the Civil Aviation Authority or its agents, within the perimeter of an airport at which the Authority provides air traffic control services, of development in connection with—</p> <p style="margin-left: 40px;">(a) the provision of air traffic control services;</p> |

THIRD SCHEDULE, *contd.*

		(b) the navigation of aircraft using the airport; or
		(c) the monitoring of the movement of aircraft using the airport.
Class E		Development by Civil Aviation Authority for air traffic control and navigation
Permitted development	E.	The carrying out on operational land of the Civil Aviation Authority by the authority or its agents of development in connection with—
		(a) the provision of air traffic control services;
		(b) the navigation of aircraft; or
		(c) monitoring the movement of aircraft.
Development not permitted	E. 1	Development is not permitted by Class E if—
		(a) any building erected would be used for a purpose other than housing equipment used in connection with the provision of air traffic control services, assisting the navigation of aircraft or monitoring the movement of aircraft;
		(b) any building erected would exceed a height of 4 metres; or
		(c) it would consist of the installation or erection of any radar or radio mast, antenna or other apparatus which would exceed 15 metres in height, or where an existing mast, antenna or apparatus is replaced, the height of that mast, antenna or apparatus if greater.
Class F		Development by the Civil Aviation Authority in an emergency
Permitted development	F.	The use of land by or on behalf of the Civil Aviation Authority in an emergency to station moveable apparatus replacing unserviceable apparatus.
Condition	F. 1	Development is permitted by Class F subject to the condition that on or before the expiry of a period

THIRD SCHEDULE. *contd.*

		of 6 months beginning with the date on which the use began, the use shall cease, and any apparatus shall be removed, and the land shall be restored to its condition before the development took place, or to any other condition as may be agreed in writing between the local planning authority and the developer.
Class G		Development by the Civil Aviation Authority for air traffic control etc.
Permitted development	G.	The use of land by or on behalf of the Civil Aviation Authority to provide service and facilities in connection with— <ul style="list-style-type: none"> (a) the provision of air traffic control services; (b) the navigation of aircraft; or (c) the monitoring of aircraft; and the erection or placing of moveable structures on the land for the purpose of that use.
Condition	G. 1	Development is permitted by Class G subject to the condition that, on or before the expiry of the period of 6 months beginning with the date on which the use began, the use shall cease, and any structure shall be removed, and the land shall be restored to its condition before the development took place, or to any other condition as may be agreed in writing between the local planning authority and the developer.
Class H		Development by the Civil Aviation Authority for surveys.
Permitted development	H.	The use of land by or on behalf of the Civil Aviation Authority for the stationing and operation of apparatus in connection with the carrying out of surveys or investigations.
Condition	H. 1	Development is permitted by Class H subject to the condition that, on or before the expiry of the period of 6 months beginning with the date on which the use began, the use shall cease, and any apparatus shall be removed, and the land shall be restored to its condition before the development took place, or to any other condition as may be agreed in writing

THIRD SCHEDULE, *contd.*

between the local planning authority and the developer.

Class J

Use of airport buildings managed by relevant airport operators.

Permitted development

- J. The use of buildings within the perimeter of an airport managed by a relevant airport operator for purposes connected with air transport services or other flying activities at that airport.

Interpretation of Part 9

- K. For the purpose of Part 9—

“operational building” means a building, other than a hotel, required in connection with the movement or maintenance of aircraft, or with the embarking, disembarking, loading, discharge or transport of passengers, livestock or goods at a relevant airport;

“relevant airport” means any airport permitted to levy airport charges by the Government of Jamaica or any airport owned or managed by the Airports Authority of Jamaica, its subsidiaries or agencies.

“Relevant airport operator” means the operator of a relevant airport.

General Note:

This Part grants permission for development by:

- (1) relevant airport operators, at and (Class C) within 8 kilometres of, relevant airports; and
- (2) the Civil Aviation Authority in connection with air traffic control services, air navigation and monitoring services.

PART 10—*Telecommunications Operations*

Class A

Permitted development

- A. 1 The carrying out of the proper design and siting of Telecommunications Network—

- (a) most conventional television aerials and their mounting or poles. Many of the smallest antenna systems that may be

THIRD SCHEDULE, *contd.*

covered by the normal principle of *de minimis* and/or may not have a material effect on the external appearance of the building on which they may be installed.

- (b) apparatus such as radio masts which is being installed on the ground not exceeding a height of 15 meters (45ft) above ground level or the height of any apparatus which it replaces whichever is greater but not including antennas installed on radio masts.

- (c) satellite antennas except when precluded in any Development Order.

Development
not permitted

- (a) Cellular towers/masts and mono poles not permitted that are being placed in residential areas, schools and hospitals
- (b) The cellular tower/mast and mono poles that are being located in areas of scenic beauty, protected buildings, national monuments, conservation and or protected areas and sites protected under the Jamaica National Heritage Trust Act and the Town and the Country Planning Act.

Conditions

- A. 2 Development is permitted by Class A subject to the following conditions—
 - (1) an antenna installed on a building shall, so far as practicable, be sited so as to minimize its effect on the external appearance of the building.
 - (2) an antenna no longer needed for the reception or transmission of micro wave radio energy shall be removed as soon as reasonably practicable.

FOURTH SCHEDULE

(Paragraphs 8, 10, 12
and 13)

FORM A

Notification to be sent to the Applicant on receipt of an Application

Your application dated _____
(insert date)For development at _____
(insert address)

has been received and if it is not valid you will receive a further communication to this effect.

If you have not been informed that the application is not valid and you have not been given notice by the planning authority of its decision within three (3) months of their receipt of the application or such extended period as may at any time be agreed upon in writing between the applicant and the planning authority then you may appeal to the Minister, (copy to the planning authority) in accordance with section 13 (4) of the Town and Country Planning Act on the grounds that your application has been refused.

FORM B

Notification to be sent to Applicant on Refusal of Planning Permission or on the Grant of Permission subject to Conditions

To be Endorsed on Notices of Decision

1. If you are aggrieved by the decision of the local planning authority to refuse permission for the proposed development, or to grant permission subject to conditions, you may, by notice served within thirty days of the receipt of this notice, appeal to the Minister, (copy to the planning authority) in accordance with section 13 of the Town and Country Planning Act. The Minister has power to allow a longer period for the giving of a Notice of Appeal and he may exercise this power in cases where he is satisfied that you have deferred the giving of notice because negotiations with the planning authority in regard to the proposed development are in progress. The Minister is not, however, required to entertain such an appeal if it appears to him that the planning permission for the proposed development could not have been granted by the planning authority, or could not have been so granted otherwise than subject to the conditions imposed by them, having regard to the provisions of section 11 of the Act and of the Development Order and to any directions given in the Order.

2. In certain circumstances provided for in section 17 of the Town and Country Planning Act, a claim may be made against the Town and Country Planning Authority

FOURTH SCHEDULE, *contd.*

for compensation where, permission is refused or granted subject to conditions by the Minister on appeal.

FORM C

Notification to be sent to Applicant on reference of an Application to the Authority under Section 12 of the Act (calling—in of Application)

Name of Applicant: _____

Address: _____

Under Section 12 of the Town and Country Planning Act, your application dated _____ for a development at

(Insert date)

(Insert address)

has been referred to the Town and Country Planning Authority, 10 Caledonia Avenue, Kingston 5, for determination.

If you so desire, before determining the application, the Authority will upon request, afford you the opportunity of appearing before and being heard by a person appointed by the Authority for the purpose.

FIFTH SCHEDULE (Paragraphs 16, 22 and 24)

STATEMENTS

Section 1—*The Planning Framework*

MANCHESTER PARISH DEVELOPMENT AREA

All that area bounded by the parish boundary of Clarendon to the east, St. Elizabeth to the west, Trelawny and St. Ann to the north, and the Caribbean Sea to the south as outlined in the First Schedule and delineated on Map 1 attached hereto.

HISTORY

The parish of Manchester came into being on December 13, 1814, and was formed from parts of St. Elizabeth, Clarendon and Vere. It was named in honor of the Governor, the Duke of Manchester.

On November 29, 1814, the residents of Mile Gully, May Day and Carpenters Mountain petitioned the Assembly for the establishment of a new parish with a town capital that would provide for their religious, civic and judicial needs. The coffee growers of the area found themselves isolated from the capitals of the surrounding parishes of Vere, Clarendon and St. Elizabeth. They pointed out that the nearest parochial and public buildings were 40 miles away and there was no church.

The parish capital, Mandeville, established in 1816 was named for the Governor's son, Viscount Mandeville. By July 4, 1816 the Vestry, comprising two elected churchwardens, ten elected vestrymen, the custos, rector and magistrates, was established. This body, the municipal authority, had the functions of administering justice in petty matters and taking care of the Parish Church. On August 27, the Vestry agreed on construction of a courthouse, a parsonage, a goal or workhouse and a church and by 1817 secured 110 acres from Robert Crawford Esquire for the laying out of the town.

The town became both one of the four hill stations for the Army in Jamaica and a haven for English settlers who found it the closest place to home in Jamaica.

DEMOGRAPHY

Population Size and Growth

The 2001 census indicated that the population for Manchester had a 18.54% increase over that of 1991 moving from a population of 156,723 persons to 185,801 persons or an annual growth rate of approximately 1.9% during the period. The parish also had 7.1 per cent of the national population, comprising 93224 males (approximately 7.3%) and 92577 females (approximately 7%).

Its rate of urbanization has also shown strong growth over the intercensal period, 1991 to 2001, experiencing 30 percent for the period. Its rural population on the other hand, experienced a marginal growth of 0.19 percent between 1982 and 1991 but actually declined by 5.2 percent between 1991 and 2001.

FIFTH SCHEDULE, *contd.*

In relation to the urban population the hierarchy showed a skewed distribution with roughly 60 percent in 1991 being located in Mandeville. The next most concentrated centre, Christiana, had about 11 percent.

Projections to the year 2010 based on existing growth rates indicate that Manchester will have roughly 35 percent to 40 percent of its population residing in urban areas. Most of this is expected to be in Mandeville with a physical growth which is expanding into the proximal growth centre, Newport.

Population Composition

The sex breakdown showed that in 1991 males accounted for 49.7%, and females accounted for 50.1% of the enumerated population of Manchester. By 2001 males accounted for 50.1% and females accounted for 49.82% of the parish enumerated population of 93210 males and 92571 females. There were marginally more males than females in the total population. The urban/rural comparison showed that the urban centres comprising of Mandeville, Christiana, Spaldings and Porus had more females while in the rural areas there were more males.

*Labour and Employment**Labour Force*

In 1991 the parish had a labour force of 49,955. The male population accounted for about 70 percent of the employed labour force. By 2001 the labour force had increased to 82,200 with the male population accounting for 56.6% (46,500) and the female population accounting for 43.3% (35,700).

NATURAL RESOURCES

Minerals

Roughly 90 percent of Manchester is covered with bauxite deposits of which only 10 percent have been mined. Bauxite mining activities are therefore expected to continue for a long period. Currently mining is concentrated in the central and southern sections of the parish mainly in Williamsfield and Newport. Apart from bauxite mining, the extraction of whiting though on a small scale took place in an area extending from Mandeville northerly to Dunsinaine, Spitzbergen, Mike Town Chudleigh and Christiana.

FORESTRY

There are a few scattered forestry areas in the parish. In addition to this, four areas in Manchester have been identified as conservation areas. These are located in the north, along the north-eastern section of the Manchester-Clarendon boundary, south-eastern of Spur Tree Hills and the entire south coast. The area in the north is karstic and forms the south-east tip of the Cockpit Country. The south coast area forms a significant portion of the proposed Canoe Valley National Park. This southern area is composed mainly of white limestone exhibiting karst topography, while the coastal strip is a wetland area extending up to 500m inland. Currently there are a

FIFTH SCHEDULE, *contd.*

number of land use conflicts and the implications become even greater since the conservation sites extend into areas reserved for bauxite mining. These areas are further threatened in that 57 percent of the parish's households currently rely on wood and charcoal for cooking and another 8 percent uses wood as a building material. In addition to this in 1991, roughly 61 percent of the parish's households used pit latrines which due to the nature of the lithology could pose serious environmental hazards in the future.

NATURAL CONDITIONS

Topography

The entire parish except a thin coastal strip of about 1.6km in width is hilly and above 150m in elevation. In fact 90 percent of the total area is above 300m and there are some areas that attain altitudes of over 900m.

Climate

Manchester is a desirous location for returning residents, because of its consistent cool climate throughout the year. The temperature falls considerably as the land rises from the coast into the higher elevations of the mountainous area with the hottest months being May to September. Rainfall in the parish follows a similar pattern with just over 60 inches being received in the higher regions. There is normally a marked dry season beginning in November and lasting until March while the rainy season is between April and May and the dry summer season between June and August with light showers. Very heavy rains are experienced from September to November. The local variation in the amount of precipitation daily is large as much of the rainfall comes from storms.

Drainage

The only evidence of surface drainage is in the extreme south of the parish and the extreme north-east near Christiana. However most of the streams are seasonal and thus activities such as irrigation is very unlikely. Due to the limestone lithology sub-surface drainage is dominant. Consequently, Manchester is faced with a water problem as only 38 percent of all households have piped water supply while the rest rely on tanks and other means of catchment.

Land Capability

According to the National Physical Plan (1978-1998) (Source: Ministry of Agriculture, Rural Physical Planning Division) Manchester has predominantly type 3 and type 4 soils. Although there are no irrigation facilities a wide variety of agricultural activities are undertaken. The central and northern sections of the parish have the better soils which support the growth of root crops and economic fruit trees. The southern section however, due to the hilly terrain and shallow soil allows scattered cultivation and other small farming activities.

FIFTH SCHEDULE, *contd.*

ECONOMIC ACTIVITY AND EMPLOYMENT

The main economic activities are bauxite mining, agriculture, financial and commercial businesses. On a smaller scale, there is also quarry mining. In Alligator Pond, one of the most active fishing beaches in the island, fishing is a pivotal aspect of the residents economic livelihood.

TRANSPORTATION

Manchester has a system of main and parochial roads which provide good linkages within the parish as well as with the remainder of the island. The main road from Kingston to Savanna-lamar passes through and there is direct access to the north coast via Brown's Town (Parish of St. Ann).

The railway linking Kingston and Montego Bay also traverses the parish and is used extensively by the Bauxite Company for the conveyance of alumina and other materials required in the processing of bauxite.

The Bauxite Companies have their own system of haulage roads which can be connected into the parish system when they are no longer of service to them.

MAJOR GROWTH AREAS

Mandeville is the Regional Centre and Parish Capital providing administrative and commercial functions. It is almost in the centre of the Parish as well as the island and is located in a very hilly country. The pleasant climate engendered by an average elevation of approximately 618 metres above sea level has made it an attractive place especially for retirement. The town which was founded in 1814 when the parish was created has grown steadily since. It has several schools and the Bauxite Industry started here in 1942.

Christiana is the sub-regional centre for Manchester and is a complementary service centre to Mandeville. It is a fast growing town which is located in a farming community.

The other communities identified in the SETTLEMENT STRATEGY of the National Physical Plan 1978- 1998 are listed in Appendix 1 and their urban boundaries are shown on Map No. 1. The criteria used in the selection of these growth centres included physical size, the availability of facilities such as shops, schools, health centre etc.

VISION

The vision for the parish of Manchester as obtained from the Local Sustainable Development Plan 2030 and beyond is one in which the citizens of the parish imagine a future in which the parish is known as a great place to live, work, play and learn, with lively and attractive towns, strong communities and scenic country side.

STRATEGY

The strategy of this Development Order establishes the main direction in which the future development of, and use of land in the Parish is to take place and reflects the best general features which are necessary to secure a proper balance between the competing demands for land. It depends on the interaction of a vibrant economy which includes opportunities for the development of home industries and opportunities for women along with stable residential communities, a

FIFTH SCHEDULE, *contd.*

variety of service and leisure facilities, and a high quality environment. It is the guiding principle for the development of the objectives and policies herein, which will guide, development during the life of this "Order."

The strategy for Manchester is to promote a balanced and successful multi-centered development pattern over a ten year period through the maintenance of economic vitality and diversity by fostering growth in the various sectors, depending on the availability of physical and social infrastructure, and the protection and enhancement of the quality and character of the environment.

PURPOSE OF THE ORDER

The intention of this Order is to make provision for the orderly and progressive development of the Parish of Manchester and to enable the Manchester Parish Council as local planning authority, to regulate developments within the entire Parish. No development will be permitted other than with the knowledge and consent of the local planning authority, except as falls within the categories defined in the Third and Fourth Schedule of this Order.

FORMAT OF THE ORDER

This portion of the document is divided into two sections. The first deals with the objectives and policies at the parish level and the second provides the guidelines and policies for local area development.

The document is presented in two parts along with the Land Use Proposal maps.

Part 1—The Citation, Interpretation, Notices,
Schedules and other statutory matters

Part 2—The Statements

The Statements is further divided into two Sections:

Section 1 identifies the Planning Framework and deals with the Objectives and Policies with reasoned justification at the Order area level under different Thematic Headings, and

Section 2 provides the Guidelines and Policies for Local Area Development and the Appendices. The Appendices include standards and details for such matters as parking and loading requirements, guidelines for petrol filling stations, residential densities etc.

The Land Use Proposals Maps show the particular property which may be affected by the policies indicated in the written statement. Some of these policies are general and will affect the entire parish while some will only be applicable to specific urban areas and communities. If a discrepancy should arise between the Statements and the Maps then the former will prevail.

Although the Order is presented in sections it should be considered as a whole.

HOW TO USE THE ORDER

(1) For information

(a) On the interpretation of legal definitions, the application process and schedules refer to Part 1.

FIFTH SCHEDULE, *contd.*

- (b) On a particular site or building refer to the Proposals Map which will show any guidelines or policy applicable. The inset maps may also provide additional information.
- (c) Regarding a particular thematic topic such as housing, environment etc. consult the sections devoted to the relevant topic. There is a Table of Contents at the front of the Document that will help in this regard.

(2) For Policy Identification

Sector Policies are identified by a letter in the Theme (thus T for Transportation) followed by the number of the Policy (thus 1). A sector policy for transportation would read:—SP T 1

ACKNOWLEDGEMENTS

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OBJECTIVES

These objectives are designed to meet the requirements of the “Planning Strategy” and are dealt by sectors. The policies and proposals that emanate from these objectives will guide the planning principles that the authority will adopt in their decision making process on applications throughout the parish.

TRANSPORTATION

There has been a substantial increase in the private and public use of motor vehicles not only in Mandeville but as a means of transportation throughout the Parish. This has exacerbated the traffic problems not only in the urban centres but throughout the parish as well. Linked with this is the need for adequate parking especially in commercial areas.

- Obj. T1 To develop a functional transportation system which focuses on the efficient movement of people and goods into, and out of the built up areas with adequate parking facilities, as well as being an integral part of the communication links in the settlement structure.
- Obj. T2 To promote sustainable development through the development of land-use policies which reduce the overall need to travel by insuring that employment, shopping health-care and other facilities are located close to residential area.
- Obj. T3 To ensure the integration of transport planning with land use planning.
- Obj. T4 To enhance the efficiency of the transport system in order to reduce travel time between communities.
- Obj. T5 To ensure that land uses allow and enhance the efficient operations of ports, airports and aerodromes while minimizing its impact on surrounding land uses.
- Obj. T6 To establish, preserve and protect the reservation of lands necessary for new roads and the improvement of existing ones.

FIFTH SCHEDULE, *contd.*

- Obj. T7 To make the best use of the transport infrastructure for all modes of travel, especially public transportation.
- Obj. T8 To encourage the shared use of parking facilities particularly in the Central Business Districts as part of major development proposals.

HOUSING

In providing housing special attention will be paid to the rationalization of new development and the access of units to all social groups. Large scale developments will not be allowed in rural areas unless there is local demand and the necessary infrastructure is available. Higher densities than those existing may be required in some urban areas to meet the needs of some income groups, and to ensure a balanced development. The following objectives will apply.

- Obj. H1 To ensure that special attention is paid to the design and layout of all housing developments, that the necessary infrastructure and amenities are provided and that they form an integral part of the settlement centres which service them and that there are adequate pedestrian walkway linking them to transportation routes.
- Obj. H2 To make housing more accessible to the various income groups and be in such numbers as to meet the requirements of the population through land use densities compatible with a pleasant environment.
- Obj. H3 To promote the maintenance, protection and where necessary, the rejuvenation of residential areas

CONSERVATION OF NATURAL AND BUILT ENVIRONMENT

The need for conservation is great both in terms of historic buildings and green spaces. These not only add interest and variety to the usual environment but is evidence of an area's heritage, providing a sense of continuity. Manchester has a unique coastal area, a beautiful scarp and is rich in relics of the past which needs to be protected.

Conservation of the Natural Environment

- Obj. C1 To preserve and enhance conservation areas, areas with views and other valued landscape features for the enjoyment of the population.
- Obj. C2 To conserve and protect wetlands and water shed areas bearing in mind their intrinsic environmental value and the importance of maintaining a viable hydraulic regime.
- Obj. C3 To support replanting of forest for restoration of habitats support for sustainable craft and industries, replenishment of water supplies and reduction in sediments and debris flow.
- Obj. C4 To ensure that sports, community and other recreational facilities are developed and made accessible to the public in areas where deficiency has been identified.
- Obj. C5 To ensure that consideration of multiple hazard such as flooding, earthquakes and storm surges is fully integrated in land use zoning and development proposals.

FIFTH SCHEDULE, *contd.**Conservation of the Built Environment*

- Obj. C6 To identify areas of ecological importance for further protection.
- Obj. C7 To ensure the rational and equitable provision of social services and infrastructure.
- Obj. C8 To ensure that land uses are allocated in a manner which—
- (a) does not compromise the quality and quantity of usable water
 - (b) protects aquifers, wells, watersheds and other sources of water
- Obj. C9 To promote mixed uses that are compatible and complement established and planned communities specify mixed uses
- Obj. C10 To ensure that sufficient lands are provided to support all aspects of development needed to achieve the parishes full potential
- Obj. C11 To develop policies which will ensure that structures, sites and areas of Historical and Archaeological significance as identified by the Natural Heritage Trust are preserved.
- Obj. C12 To establish green belts in strategic locations which will protect the countryside and prevent the coalescence of existing towns and settlements.

Archaeological Sites, and Historical Buildings and Monuments

- Obj. C13 To develop policies which will ensure that structures, sites, monuments and areas of Historical and archaeological signiface are identified and preserved by the NHT.

MINERALS

Minerals are basic resources for development, the extraction of which can have positive or negative effects on the environment. While mineral resources should be protected from sterilization by urban and other development, it is also imperative that their extraction is carried out in a sustainable manner. Widespread and substantial deposits of bauxite occur at various locations throughout the parish and it is intended that these should not in any way be rendered incapable of extraction. There are also whiting deposits and the quarrying of marl is a contributor to the rural economy.

- Obj. M1 To safeguard lands of significant mineral wealth against encroachment by other uses or development that would prevent their exploitation.
- Obj. M2 To safeguard against all forms of pollution resulting from mining activities, and to achieve satisfactory standards in the restoration of mined out lands.
- Obj. M3 To regulate the mining industry and its sub sectors so as to ensure effective management of the environment, the promotion and adherence to best practices in health and safety standards.
- Obj. M4 To ensure that mining is undertaken in a way that will enhance rather than destroy the environment.

FIFTH SCHEDULE, *contd.*

- Obj. M5 To minimize adverse effects on communities, the landscape, wildlife and habitats during mineral extraction.
- Obj. M6 To protect areas of importance such as critical landscape or nature quality from inappropriate mineral development

ENERGY GENERATION AND CONSERVATION

Manchester has no rivers which can be harnessed for the generation of electricity. The residents of the Parish therefore, have to rely on the national grid for their supply. If the economy of the parish is to grow through manufacturing and commerce then it is important that electricity supplies be placed in the appropriate location. With the increasing upward trend in world oil prices, along with the need to provide more sustainable sources of energy, it has become even more evident that more focus needs to be placed on the promotion of energy conservation practices and alternative energy sources.

- Obj. E1 To promote the best energy conservation practices and efficiency as well as the use of renewable energy
- Obj. E2 To minimize green house emissions through policies that will reduce energy demand and maximize energy efficiency in all sectors.
- Obj. E3 To encourage people to save energy in buildings through the location and design of development proposals.
- Obj. E4 To ensure that electricity is supplied in accordance with the settlement strategy for domestic, industrial and commercial needs where required.
- Obj. E5 To provide for and promote the establishment of wind farms for electricity generation.

RURAL ECONOMY

Manchester is an agricultural area and the rural economy therefore depends to a large extent on farming activities. It will be necessary however, to provide opportunities that will facilitate women with home based employment. The intention therefore is to provide for the development of opportunities needed to maintain a strong rural economy and balance the supply of jobs and labour between male and female and the rural and urban area to reduce urban migration.

- Obj. RE1 To ensure that agricultural development caters to both the large and small farmers and that adequate provision is made for agro-industries.
- Obj. RE2 To protect rural farm land from non-productive land uses and incompatible activities.
- Obj. RE3 To prevent the fragmentation of large agricultural lots into smaller non-productive units
- Obj. RE4 To prevent urban or semi-urban developments encroaching onto productive farm land.
- Obj. RE5 To ensure that lands of high agricultural capability are used for agricultural purposes only.

FIFTH SCHEDULE, *contd.*

- Obj. RE6 To disperse the economy and diversify the employment base through the protection of good agricultural lands and the provision of a range of sites and buildings that can be used for employment and training opportunities for everyone in the Community.
- Obj. RE7 To ensure that manufacturing establishments related to mining are located in close proximity to rural communities so that they can reap the economic benefits.
- Obj. RE8 To institute policies which encourage working at home and the location of working environment within easy access of public transportation.

URBAN ECONOMY

Whilst Mandeville the largest urban community in the Parish, has a varied and thriving economic base, there is the opportunity for expansion in the service industry especially as it relates to computer technology.

In the smaller urban centres provision will be made to encourage the establishment of new and improve facilities to enhance the existing economic situation.

- Obj. UE1 To locate industrial sites in areas where they are near to existing infrastructure and social services.
- Obj. UE2 To encourage the location of industries which rely mainly on local raw materials near to the material sources.
- Obj. UE3 To locate factory sites so that economic benefits are dispersed and the employment base of principal urban centres are diversified.
- Obj. UE4 To ensure that factories are established in areas where they complement other economic activities in their vicinity.
- Obj. UE5 To provide land that will ensure the balanced development of town centres with public and commercial activity areas
- Obj. UE6 To encourage viable, vibrant and well designed commercial nodes which provide a variety of uses.
- Obj. UE7 To increase employment opportunities and economic activities in the urban area through the establishment and expansion of manufacturing industries, tourism, commerce and service industries.
- Obj. UE8 To ensure that commercial, office, industrial and other lands and buildings will generate income and employment that are put to the best use possible.
- Obj. UE9 To increase access to jobs through improved facility for childcare, and training and retraining practices.

TOURISM

Manchester has five bathing beaches, several sites and buildings of particular beauty, history, archaeological and architectural significance as well as several hotels and guest houses. Greater efforts have to be made in harnessing the parish's tourism potential for development.

FIFTH SCHEDULE, *contd.*

- Obj. TO1 To encourage the development of tourism potential activities such as beaches, areas of scenic beauty and other attractions to such an extent that they can assist in creating a broader economic base.
- Obj. TO2 To make provisions for the development of a full range of tourist attractions that reflect the landscape along with architectural and cultural heritage.
- Obj. TO3 To improve tourist facilities, amenities and support services, that will encourage tourism development thereby maximizing the economic and employment benefits of the population.
- Obj. TO4 To make provisions for the incorporation of small and large scale support services through development of non-traditional tourism products, thereby creating a broader economic base.
- Obj. TO5 To facilitate the development of a diverse tourist industry while protecting the environment and fostering a desirable ecological balance in all areas.

WASTE TREATMENT AND DISPOSAL

It is important that solid waste be disposed of in such a way that it does not create problems in the form of surface and atmospheric pollution. Liquid waste on the other hand can contaminate and render underground water sources and needs to be handled carefully.

- Obj. WT1 To ensure that safe and sanitary conditions exist for the disposal of both solid and liquid waste without any unacceptable risk or detrimental effects to natural resource or the environment.
- Obj. WT2 To encourage reduction in the amount of waste produced and being disposed of through the collection system by initiating re-cycling in terms of raw material and energy source.
- Obj. WT3 To encourage the development and upgrading of storm water drainage systems that are of a high standard, having optimum carrying capacity, while being practical.

TELECOMMUNICATIONS/COMMUNICATIONS

New communications technology has generated the need for better electronic receiver and transmitter facilities. While demand in this area will continue to grow as it will be necessary to assess the impact of new installations on the environment and to the visual amenity of the development order area. It may become necessary to introduce a system of rationalization the installation of cellular base stations, satellite dishes and antennae, *et cetera*.

- Obj. TELE1 To facilitate the installation of an effective telecommunications network in the Development Order Area that minimizes the adverse impacts to the community, and the natural and built environment.

FIFTH SCHEDULE, *contd.*

- Obj. TELE2 To ensure that antennas and other facilities and apparatus used in telecommunications systems are located where they do not have adverse impact on the aesthetics of the surrounding areas.
- Obj. TELE3 To encourage the siting of these equipment away from public view and the sharing of facilities where possible.
- Obj. TELE4 To safeguard the development rights of properties.
- Obj. TELE5 To encourage the sharing of outside facilities in any locality where this is possible.
- Obj. TELE6 To encourage the use of the Post Office and telegraphic services as a means of communication.

SECTORAL POLICIES

The policies outlined in this section are dealt with on a "sectoral basis." They are intended to be applicable to development in both the urban and rural areas of Manchester. There are also the "general policies" which are applicable across the Parish and should be consulted.

TRANSPORTATION AND TRAFFIC

Roads

Road transportation is essential for the movement of goods and people within and outside of their communities and by extrusion the parish. It also influences the use of land. If traffic nuisances and delays are to be reduced and the efficient and safe movement of people and goods are to be achieved then care has to be taken that adequate road reservations are made and that these are safeguarded from intrusion and development.

- POLICY SP T 1 Minimum standards for main and other road reservations which should be in accordance with Appendix 6 must be preserved in every case.
- POLICY SP T 2 New and improved roads will be required to comply with the provisions set out in the Schedule of Road Standards and with such other details of construction and design as required by the relevant road authority (National Works Agency).
- POLICY SP T 3 Generally set back of all development from main road improvement lines should be a minimum of 6 metres for all categories of land use except where the terrain does not allow for this or such distance that may be set by the Chief Technical Director, National Works Agency.
- POLICY SP T 4 Where a dual carriage way is intended but the present need is for a single carriage way, the first should be built in its ultimate position within the road reserve allowing the second to be located in its correct position later.
- POLICY SP T 5 Secondary main roads and parochial roads which link town and villages should have a reservation of 15 metres and 12 metres (See Appendix 6) where no improvement lines are indicated and no fence, wall or other structure will be permitted within these limits.

FIFTH SCHEDULE, *contd.*

- Policy SP T6 No habitable structure is to be constructed within 14m of the centre line of a secondary main road nor within 12m of the centre line of a parochial road.
- Policy SP T7 No development shall take place within 4.5m of service road boundaries except in unavoidable circumstances.

One of the obstacles which delay road works is the existence of utility poles within road reservations. Most times these are installed at the edge of the pavement rather than at the edge of the reservation necessitating their removal to undertake, road widening proposals. If planning permission was obtained then the approval would indicate the correct location of the poles preventing the nature of their hazardous location.

- Policy SP T8 All new utility poles and installations within road reservation will require planning permission.

A number of roads have been identified for re-alignment or improvement and these are indicated in the Appendix 5 and on Map 1. The planning authority will endeavour to protect these reservations and will not grant planning permission for any development within these corridors.

- Policy SP T9 No permission will be given for development which would obstruct or prevent the re-alignment or improvement of the roads set out in Appendix 5.

It is important that buildings and other permanent structures be constructed at the distances set out in the Development Order from main and other roads so that they will not impede future improvements. Along a road with fast moving vehicles it is also safer for buildings to be located at sufficient distances from the roadways to avoid pedestrian vehicle conflict. This also lessens the noise from motor vehicle in residential areas, which can be a disruptive element at times. In areas where existing road reservations do not conform to the requirements but it is possible to do so, buildings will be required to set back from the existing road reservation to allow this and no buildings will be allowed which could obstruct or cause greater expense to the Government where road works have to be undertaken.

- Policy SP T10 The planning authorities will seek to ensure that all developments adhere to the required set back from the main road improvement line as required by the National Works Agency.
- Policy SP T11 The planning authorities will not grant permission for any permanent structures such as walls, fences etcetera Which will obstruct road improvements within the road reservation limits.

Because of the difficulty in seeing the movement of traffic at some intersections it will be necessary that corners be rounded or splayed to improve visibility. In some instances buildings or fence lines may also have to be set back in a taper where the land adjoins a main road, at an

FIFTH SCHEDULE, *contd.*

intersection, bend or corner to ensure proper site lines. These should not be done arbitrarily but in accordance with the guidelines provided in Appendix 6.

POLICY SP T12 The corner of lots at intersections are to be splayed or rounded to facilitate visibility in accordance with Appendix 6.

It is desirable that the road hierarchy and the pattern of land use are harmonized in order to reduce the environmental impact of traffic on residential and other sensitive areas.

New and direct access points onto highways and arterial roads can be hazardous to road users and should be avoided or limited in the interest of safety and free traffic flow. The widening of the existing means of access should not be done arbitrarily, but only after careful assessment of their impact on road users. They should be such that vehicles can enter and leave a premise in a forward position and do not have to reverse on roadways. When considering access points their number and distance apart will be taken into consideration by the Chief Technical Director, National Works Agency.

POLICY SP T13 Planning permission will not normally be given for development which would require direct access/egress on to or have an adverse impact on a main road or highway.

POLICY SP T14 Planning permission will not normally be granted for any development which would result in significant hazard to road users or which would reduce the free flow of traffic on a primary or distributor road.

POLICY SP T15 The laying out or material widening of a means of access will be permitted only where it does not constitute a hazard to pedestrians and other users of the highway and where it is possible for vehicle to enter and leave the premises in a forward gear.

VEHICLE PARKING

The growth in motor vehicle ownership and usage has led to the demand for parking facilities in both urban and rural developments. The standards indicated in Appendix 7 provide the requirements for the entire parish of Manchester. Public car parks and street parking will be available in some areas but this may not be able to satisfy the demands. Provision will therefore have to be made within site boundaries of all new and extended developments and all changes of use for the parking of customer's vehicles.

POLICY SP T16 Developers will be required to provide parking facilities within the curtilage of the site being developed for new and extended developments and all change of use in accordance with the requirements set out in Appendix 7.

POLICY SP T17 A standard allowance of approximately 30 square metres of parking area in practical shape (see Appendix 10) inclusive of manoeuvring space should be made for each parking bay.

FIFTH SCHEDULE, *contd.*

POLICY SP T18 Where a building is divided by permanent construction into more than one use and occupancy the number of parking bays required shall be calculated separately for each use, and occupancy.

In some areas it will be necessary for motor vehicles to load or unload goods and passengers on roadways thereby stopping for brief periods of time. This action sometimes obstruct the movement of other vehicles as the road way may be too narrow for them to pass especially if vehicles are coming from the opposite direction. In other instances it may be difficult and unsafe to pass as the view ahead of the parked vehicle is obstructed. Areas should be identified on streets where vehicles can carry out this activity safely without obstructing the free flow of traffic.

Policy SP T19 The points where buses and trucks load or unload passengers and their goods shall be located only where there is adequate space out of the line of traffic and where there is good visibility in both directions for an adequate distance to prevent danger to persons and vehicles based upon the standard nearest to the proposed activity.

While the parking schedule tries to include, the requirements for all types of uses, there are times when certain category of buildings may be overlooked. In such cases the planning authority will determine the provisions based upon the standards nearest to the type of activity to be undertaken.

Policy SP T20 When the use of any building is not specifically mentioned in the Schedule of parking requirements the planning authority shall determine the parking provision, based upon the standard nearest to the proposed activity.

Certain types of uses require parking facilities exclusively in the evenings or on days of worship. It may be possible to permit development without sufficient on site parking where such requirements could be met in public car parks or shared with other activities at times when they are underused. However, some on-site parking would still be required to meet their operational needs and customer demands.

Policy SP T21 The planning authority will give special consideration to the dual use of parking areas in mixed development where the uses alternate in terms of time scale.

Policy SP T22 When considering proposals for development in urban areas which would operate outside of business hours, the planning authority will take account of whether or not it is possible for a part of the requirements to be provided on a nearby public car park where one exist.

In some situations it may be necessary to provide parking spaces or loading bays on a site other than the one being developed. In such circumstances there will have to be a legal commitment to ensure that the alternate site is always used for parking for that specific building and no other purpose.

Policy SP T23 The planning authority will support parking on other sites only if there is a legal agreement between the owner of the sites making the sites legally available to serve the development on the other site, to the satisfaction of the local planning authority.

FIFTH SCHEDULE, *contd.*

Policy SP T24 In situations where parking is to be provided on another site the application for planning permission should include all sites.

Provisions are to be made within developments for the loading and unloading of trucks and goods vehicles. Where the building site area is too small, the frontage of the site is narrow and service is not possible from the rear of the premises the planning authority may find it expedient to waive or alter this requirement, and allow on street parking at the rear or side of the development. This is to prevent the parking of motor vehicle on the main thoroughfare where it could be dangerous to traffic flow and pedestrians.

POLICY SP T25 Developers will be required to provide vehicle loading and off loading bays within the curtilage of the site to be developed as set out in Appendix 7.

POLICY SP T26 Loading and unloading of vehicles may be provided at the side or rear of the premises as approved by the local planning authority in cases where policy SP T 16 cannot be complied with, so that no parked or temporary halted vehicles shall be on the road reserve to impede or endanger traffic.

On street parking controls are necessary to facilitate the movement of buses, pedestrian etc. They are also an effective mechanism in controlling commuter parking, especially by providing parking spaces to priority users. This however, will not relieve the owner of premises of complying with on site requirements.

POLICY SP T27 The planning authority will allow on street short stay parking for shoppers and for the operational use of businesses where road conditions make this possible.

Some markets in the rural areas may not generate a high level of traffic because of their location in relation to the population they serve and the area from which they are serviced. In such circumstances the parking requirements may be assessed on an individual needs basis by the planning authority.

POLICY SP T28 Markets in rural areas that do not generate a heavy volume of traffic may have their parking needs assessed and determined by the planning authority.

Educational Institutions such as basic schools, primary school etc. in addition to conforming to the parking requirements in Appendix 7 should reserve an area on their site for the setting down and picking up of children. The area should be such that there is no conflict between children and motor vehicles.

POLICY SP T29 An area should be reserved on basic and primary schools etc. premises separate from the parking area for the picking up and setting down of children from motor vehicles.

Developments which are accessible to the public should make provisions for parking spaces to be used by the physically challenged. To deter non physically challenged drivers from using these spaces the international symbol should be painted on the ground with the legend "Physically Challenged Drivers." The number of such spaces will depend on the type and use of the development.

FIFTH SCHEDULE, *contd.*

- POLICY SP T30 In all parking areas used by the public provision is to be made for the reservation of car parking spaces for the physically challenged in accordance with Appendix 7 and Figure 2.

PUBLIC TRANSPORTATION CENTRE

While it may be possible to load and unload goods and passengers on some streets this may not be desirable on others as it could be unsafe and inconvenient to do so. Public passenger vehicles and the commuters using them need safe off road facilities in which to operate. This means the establishment of transportation centres in some areas, especially where there is a high level of congestion.

- Policy SP T31 All transport centres will be required as part of the approval process to provide suitable access and amenities for physically challenged people.

- Policy SP T32 The local planning authority will ensure that public transportation centres are located in all major towns.

In establishing transportation centres or other public parking areas attention should be paid to the safety and welfare of the users. They should be properly drained and landscaped and be provided with necessary sanitary conveniences and facilities. Adequate lighting should be provided to ensure the safety of commuters, transport operators, and other users. In undertaking landscaping of parking facilities consideration should be given to the security of the users of such facilities.

- Policy SP T33 All transportation centres used by the public should be provided with the necessary public conveniences and amenities.

- Policy SP T34 All required and/or provided off street parking facilities, including parking lots shall be properly surfaced, and drainage provided so as not to cause any nuisance or damage to adjacent property.

- Policy SP T35 The planning authorities will ensure that all transportation centres are properly lighted and secured before allowing public use.

- Policy SP T36 All parking lots and parking facilities shall be landscaped with materials which may be used as a visual medium and shall be maintained in a good condition to the satisfaction of the local planning authority.

- Policy SP T37 A plan shall be submitted for approval to the planning authority showing clearly and accurately the location, size, and description of all landscape materials in relationship to the parking bays, buildings and roadways especially in regard to security.

HOUSING

Since the growth of urban areas are determined to a great extent by housing development careful attention has to be paid to their location and that proper and adequate social and physical infrastructure are provided. The price of housing has been increased to such an extent that it is beyond the means of the average worker to own a home on the open market. Because of this

FIFTH SCHEDULE, *contd.*

most people rely on the public sector, or agencies connected to the public sector, to provide them with affordable units. The result is that these organizations are always in search of reasonable cost land irrespective of the location and amenities that are available to establish housing schemes. The location of housing developments should therefore be geared towards the existing growth centres. However, there may be exceptions in villages where an acceptable level of development is already taking place. The order will encourage mixed typed housing developments in the urban areas of the parish catering to all income groups.

- POLICY SP H1 The planning authorities will seek to ensure provisions for a range of housing types and sizes appropriate to the needs of the locality, particularly when the development is on a large scale.
- POLICY SP H2 New Housing development should be confined to the Growth Centres and no permission will be given for "rounding off," the consolidation of large scale linear or sporadic housing development or the extension of isolated groups of houses outside of these areas.
- POLICY SP H3 New single family housing development which respects the village environment will be allowed in the existing confines of some villages outside of growth centres where rationalized development is taking place.
- POLICY SP H4 In urban areas housing development will be allowed in accordance with land use and density proposals, and the other criteria which have been developed for these areas in the local area plans.

It is expected that where there are proposals for large scale housing development in urban areas the basic infrastructure will be available. In the case of Manchester where water may be in short supply in some urban areas great care has to be taken to ensure that these amenities can be provided. Where this cannot be done, the developer will have to give the planning authority a commitment that any lack of amenities will be made good within a reasonable time period.

- POLICY SP H5 Applications for housing development over ten (10) lots will not normally be supported by the planning authority in areas where there exists a deficiency in the provision of water supplies or sewage services unless this can be ameliorated in a reasonable time period. (See Policy GD 8.)
- POLICY SP H6 Where large scale housing development is being undertaken the planning authorities will seek to ensure the inclusion of a range of housing solutions which should include those suitable for low income groups.

Great care has to be taken that houses are located in areas which are safe from hazards. Developers should therefore avoid lands that are subject to flooding, erosion or any other natural or man made disasters.

- POLICY SP H7 No housing development will be allowed on land that is subject to flooding, erosion, subsidence or other natural hazards unless satisfactory engineering solutions are submitted and approved by the local planning authority.

FIFTH SCHEDULE, *contd.*

In some cases it may be necessary to provide accommodation for people working on a farm or special projects. In such circumstances the viability of the farm and other projects activities and the present level and location of residential activities will be taken into consideration in assessing and determining the application. Planning permission for such development will only be granted on a temporary basis and will not be transferable.

POLICY SP H8 Planning permission for agricultural and special project dwellings will only be permitted where it is essential that the worker be accommodated on the holding, the existing accommodations are not adequate and the new building is sited in association with any that is existing.

One of the reasons why it is so difficult for people in some economic groups to obtain housing for rental and/or purchase is the failure of the housing stock to filter down. This is due in part to a change of use of these units from residential to other activities legally or illegally. Measures have to be taken to stem the infiltration of other uses and the conversion of units.

POLICY SP H9 Planning permission will not normally be granted for any change of use which would result in a significant loss of satisfactory residential accommodation especially that which is potentially available to people not easily able to compete in the general housing market, or that which provides accommodation for special needs groups.

POLICY SP H10 The local planning authority will not support the conversion of housing constructed for low income earners to resort or any other non-compatible uses.

POLICY SP H11 Planning permission will only be granted for non-residential development within housing areas if it provides an essential service or facility to the community and it has no adverse impact upon the amenity of neighbouring properties;

The convenience, amenity and safety of the community is to be the paramount consideration in dealing with housing developments. In order to meet community needs, land of appropriate dimensions and shape, slope and location is to be set aside for the needs of the residents. Permission will not be given for the conversion or development of these lands for other purposes at a later date.

POLICY SP H12 In single family housing developments useable lands suitable for the purposes intended should be provided in accordance with the requirements set out in Appendix 10.

POLICY SP H13 In multi-family development space shall be set aside for children's play area and other amenity, recreational and landscaping purposes exclusive of that reserved for driveways, parking areas and access ways.

POLICY SP H14 Where a housing development is constructed adjacent to a school the open space requirements of that development shall not be decreased because of the existence of open space on the school compound.

FIFTH SCHEDULE, *contd.*

Infill can often make a useful contribution to meeting an urban area's housing needs but this has to be examined against the effect of the individual schemes and the general trend for such proposals. Concern therefore, has to be focused upon the density of the development and the extent to which the privacy of neighbouring property is protected.

POLICY SP H15 In urban centre Town House development at a density not exceeding 75 habitable rooms per hectare will be allowed as "infill" on vacant lots of 2023 square in area in existing detached and semi detached single family housing areas provided that sewage generated can be disposed of satisfactorily.

As the demand for houses especially in the high end of the market increases due to the attractiveness of the suburbs there will be a need for higher densities in these areas. This will normally be in the form of Town Houses and Apartments. In an effort therefore to ensure a suitable balance between the best use of land and a satisfactory environment it is imperative that the height, density and bulk of buildings be controlled. New buildings should conform as much as possible to those existing and the densities should protect the amenities of the surrounding areas.

POLICY SP H16 The density of new buildings will be controlled in conjunction with other appropriate environmental controls, acceptable densities being determined by the character and actual density of adjoining sites and should be in accordance with criteria set out in Figure 1.

POLICY SP H17 Town House developments at densities higher than those existing in single family detached housing neighborhoods will be allowed as infill on vacant lots or in planned housing developments provided sewage can be disposed of to the satisfaction of the relevant authorities and such development conform to the other planning requirements.

POLICY SP H18 Housing development on infill sites within urban built up areas should have no adverse effect upon the character, appearance and amenity of the immediate or surrounding property and the locality. They should have satisfactory access to local facilities and living environment in terms of layout and design.

To ensure that there is a suitable balance between the need to make the best use of residential land and the need to provide a satisfactory residential environment it is imperative that the height and density of developments be controlled. New buildings should not be significantly higher than their surroundings and approximate density for new residential development should be such that they protect the surrounding residential amenity as well as that of the proposed occupiers.

The above will be taken into consideration when assessing applications as well as the provision of off street parking, the characteristics of the site and surroundings and the character of buildings and associated facilities.

FIFTH SCHEDULE, *contd.*

POLICY SP H19 The density of new residential developments will be controlled in conjunction with other appropriate environmental controls, the acceptable densities being determined by the character and density of adjoining sites and should not exceed 75 habitable rooms per hectare.

With the existence of high house prices it is necessary to provide some scope for the acquisition of lands and to allow and encourage initiatives in solving the problem of housing in the lower income groups. This can be achieved through a mix of housing type by the various developers.

POLICY SP H20 In large housing developments the local planning authority will seek to ensure that there is a mix of units to satisfy the demands of all sectors of the housing market. There should be adequate facilities to satisfy the non residential needs of the community example cornershops, house shops, day care centres and so on.

POLICY SP H21 The local planning authority will seek to ensure that the provision is made for the development of such housing types as starter homes, and other low cost schemes which is suitable for people not able to compete in the existing housing market.

While it is essential to protect the housing stock from depletion there will be circumstances where changes of use may be allowed. This is likely where the change is to facilitate the community such as the establishment of doctors' and dental surgeries, children day care facilities, meeting place for residents and communal laundries.

POLICY SP H22 Planning permission may be granted for non-residential development, including change of use, if it provides an essential service or facility serving mainly the surrounding local community and if it has little or no adverse impact upon the amenity of neighbouring properties.

The change of use of buildings to residential purposes can provide a useful addition to the available housing stock. However, the likely effect on the character of the area as well as any physical changes to the building will have to be taken into consideration.

POLICY SP H23 The change of use of buildings to residential use will normally be permitted by the planning authorities subject to the need, surrounding uses, amenity and other planning implications.

The aesthetics of neighbourhoods should in no way be compromised because of objects protruding from building. Special consideration should be given to these at the design stage especially as they affect the roofs of building. Consideration should be given to the type and scale of appurtenances to be placed on roof.

POLICY SP H24 Roof top appurtenances shall

- (a) be designed or so screened as to appear as an integral part of the building.
- (b) not project beyond a line drawn at 30 degrees from the highest point of the building, and parapet on any street frontage.
- (c) not exceed a height of 4.25 metres from the roof level of the top floor.

FIFTH SCHEDULE, *contd.*

CONSERVATION OF THE NATURAL AND BUILT ENVIRONMENT

Increased public awareness has been placed on the natural and built environment as they affect not only the present but the future generation. In some instances it may be impossible to reverse the impacts on the environment and therefore great care has to be taken in the decision making process that sustainable patterns that meet current and future needs are not put at risk. The parish of Manchester is rich in these natural and built resources which have to be protected. The policies will deal with Natural Environment, Built Environment, Perseveration and Conservation of Archaeological Sites and Buildings and Open Space and Recreational Amenities.

NATURAL ENVIRONMENT

It is imperative that parks and conservation areas be enhanced and protected as they are natural resources which make life richer and more enjoyable for the residents. The planning authority will ensure that these areas are not arbitrarily developed and where development is allowed they are compatible with the area.

POLICY SP C 1 No development will be allowed in areas identified by the Natural Resources Conservation Authority and indicated on the land use maps as areas of outstanding landscape beauty, outdoor recreational potential, special scientific interest due to the presence of unique flora, and fauna and areas of vulnerable watershed which would conflict with the policies of the Natural Resources Conservation Authority.

The Coastal belt of Manchester and its hinterland, is regarded as one of the outstanding natural features of Jamaica with its unique terrain, flora and fauna, extreme beauty and untouched character. It is also blessed with usable beach. It is intended that this area should, with regard to requirements of conservation of natural elements be made available to the public of Jamaica and to visitors as a National Park. The usage should not remove private ownership of land or exclude development which are low keyed in nature.

POLICY SP C 2 The area bounded by the coastline and a line approximately 1.6 km in from the Vere to Alligator Pond coastal road extending east to the Parish boundary and roughly to the 304 metres contour for the entire length of the Parish coastline as of the date of the publication of this order is reserved as a National Park and no large scale development or urbanization will be allowed within this area.

Policy SP C 3 The planning authority will not normally grant planning permission for any development that would have an adverse effect upon any site containing species protected by law.

Policy SP C 4 Any development allowed by the relevant authority in the above National Park should only be that which will blend into and harmonize with the landscape and be generally for the enjoyment of the public and approved by the relevant authority.

FIFTH SCHEDULE, *contd.*

The coastline of the Parish is 17.7 km long and has five bathing beaches and five fishing beaches. It is therefore necessary to protect these areas as although low keyed at the moment this situation could change very quickly as their popularity increase.

- Policy SP C 5 No building or structure may be placed within a strip of land of a minimum width of 7.5m immediately adjoining the foreshore.
- Policy SP C 6 The beaches listed in Appendix 4 (Schedule of Beaches along the Manchester Coast) will be preserved for the purposes indicated.
- Policy SP C 7 No development will be permitted on lands adjacent to the lines of high water mark less than the distance indicated in Figure 4 which would preclude public access to and along the foreshore.

Some sections of the sea are not visible from the main road because of the existing vegetation and swampy areas. The situation changes near to Alligator Pond where there is a picturesque view of vegetation and sea. This is one of the outstanding qualities of this coastal route which should not be lost or destroyed and needs to be protected in the public interest.

- Policy SP C 8 Any development along the seaward side of the coast road should be such that there is no continuous wall of buildings screening the view of the sea. The distance between contiguous building will be determined by the planning authority to ensure protection of the view.
- Policy SP C 9 No hedge or opaque fence should be constructed on the seaward side of the coast road in excess of 1.5m high without the permission of the planning authority.

There is a tendency for individuals to erect structures in coastal areas to be use as bars, restaurants, and for other forms of entertainment activities. Irrespective of how rustic these developments are, they should obtain planning permission from the local planning authority. This is necessary if there is to be harmony and consistency in coastal development.

- POLICY SP C 10 All plans for development along the coastal area will require the approval of the planning authority to ensure harmony of development in the area.

Swamps and other wetland areas along the coast should not be filled without permission from the appropriate agencies as this could result in environmental degradation. There are also occasion when accretion may occur after storms or hurricanes creating extra beach or islets. These should be preserved and used for public recreational purposes, rather than on an individual basis.

- POLICY SP C 11 Any land created by filling or accretion along the coastal area or within the territorial waters shall be used for recreational or ancillary purposes (except with prior agreement to be used (for other purposes) with the relevant government authorities) and where filling is contemplated provision should be made for the public use of the area.

FIFTH SCHEDULE, *contd.*

Alligator Reef lies approximately 6.5 km. to the South of Alligator Pond and is to be preserved as a Habitat Management Area. Only recreational uses that will in no way disturb the existing nature and character of the Cay will be allowed. The erection of any kind of structure will be strictly prohibited.

POLICY SP C 12 Alligator Reef is to be preserved as a "Management Area" and the planning authority will not grant permission for any development that will in anyway conflict with this proposal.

A brochure Published by Alcan Jamaica Limited (Windalco) describes Jamaica's wild orchids, many of which are unique to the hemisphere, as among the island's hidden treasures. These plants according to the brochure are found in several parts of the country including the Bauxite Mining areas of Kirkvine Works in Manchester. The company decided to nurture and protect these orchids which would otherwise have been destroyed as a result of mining operations by establishing a sanctuary for them at Martins Hill. The area is located a few miles from Alcan Kirkvine Works and occupies a little more than 0.4 hectare with approximately 725 metres of well laid out trails, forrest areas and parking facilities for visitors. It has at least 100 of the 210 species of orchids that exist in Jamaica and the different flowering times ensure that there is a changing kaleidoscope of flowers throughout the area. Because the site has a good sampling of the Orchid Flora it could serve as not only an orchid haven but as a tourist attraction and as a study site for orchid students and should therefore be protected.

POLICY SP C 13 The orchid sanctuary located on Alcan's property at Martin's Hill is a protected area and the planning authority will not grant permission for any development that will have negative effects on its existence.

Towns should have their own identities and peculiarities that make them distinctly different from each other. One way of doing this is through the maintenance of a green corridor or strategic gap. Developments will be allowed in these but will be severely restricted to what is compatible with these areas.

POLICY SP C 14 The class and nature of development on green area connecting towns and villages to each other (strategic gaps) will be severely restricted to prevent coalescence and maintain openness of the area.

Manchester has three scenic routes other than the Alligator Pond to Milk River Road which should be protected. These are along the Spur Tree to Gutters Main Road (Spur Tree Hill), Plowden Hills (Plowden to Rest Store Main Road) and the main road from Mile Gully to Devon via Bethany. The Spur Tree Hills offer a panoramic view of the plains of St. Elizabeth and sections of the Santa Cruz Mountains, the Plowden route over looks Alligator Pond with a sparkling view of the sea and the route to Devon give picturesque views of the knolls and valleys predominant in this section of Manchester. No development will be allowed along these routes which would in any way obstruct or otherwise have a detrimental impact on these significant views. These are indicated on the land use plan and will be protected for the use and enjoyment of the nation.

POLICY SP C 15 Planning permission will be granted only for development which would have a positive impact on significant views of the mountains, plains and sea from vantage points along these scenic route.

FIFTH SCHEDULE, *contd.*

This green aspect is widely recognized as intrinsic to Manchester's environmental quality. Growing public awareness of the need to respect the potential ecological significance is providing great support for this green feature. Change is an inevitable and continuing process which although necessary, can be positive if executed with sensitive control.

- POLICY SP C 16 Planning permission will not normally be granted for any development which would result in the significant loss of any trees within the built up area unless these will be replaced elsewhere on the site and there will be no effect upon the environment and amenity of the surrounding area.
- POLICY SP C 17 The planning authorities will normally refuse planning permission for any development that will have a detrimental effect on conservation areas / sites of environmental value.
- POLICY SP C 18 Valuable existing wildlife habitats will be protected and the planning authorities will if necessary refuse planning permission where a proposal is likely to result in the loss of habitats or wildlife population of major importance.
- POLICY SP C 19 The planning authorities will resist the destruction of trees or clusters of trees where they are of amenity value and will if necessary encourage the Local Authority to place Tree Preservation Orders on such trees to ensure their protection.
- POLICY SP C 20 The planning authorities will ensure that environmentally sensitive or vulnerable areas are reserved as natural areas and greenbelt preserves for wild life and recreation whenever possible and used as open space buffers between incompatible land uses.

The protection of existing vegetation and open water which positively enhance the amenity of the Order Area is important and the planning authority will seek to protect and retain healthy trees, planted areas, and hedge rows and to avoid damage to existing vegetation, ponds and ditches during development. Accurate surveys of drainage patterns and existing and proposed changes of levels over the site, particularly in relation to existing vegetation should be shown on plans being submitted for approval. Trees should be plotted accurately by their crown extent and location.

- POLICY SP C 21 The planning authorities will not consider applications for development which do not show all vegetation, ponds and ditches which are to be retained during construction with details for their protection during the period.
- POLICY SP C 22 Planning permission will not be granted for any development which infringes directly or indirectly (through felling, lopping, topping, pruning, changes to drainage patterns or ground levels, severance or compaction of roads), upon areas of woodland, as identified on the land use proposal map.
- POLICY SP C 23 Where possible, utility service lines should not be placed under tree crowns through shrub or proposed landscape areas and the planning authority will be mindful of this in dealing with applications.

FIFTH SCHEDULE, *contd.*

THE BUILT ENVIRONMENT

An essential part of the built environment is the planting of trees, landscaping, and the protection of the landscaped areas and the exterior feature of buildings from unsympathetic change. The architectural character of an area can be enhanced by protecting those buildings or landscaping which are important in their own right or which has some special characteristic. The maintenance and adoption of existing buildings and landscaped areas will therefore be encouraged.

- POLICY SP C 24 A high standard of design, materials, and construction will be required in areas where buildings of special architectural or historic interest are located.
- POLICY SP C 25 The design and character of a new building, should as far as possible be in keeping with the scale and character of the existing buildings around it.
- POLICY SP C 26 The conversion or alteration of any existing building should be of a high standard of design and be in sympathy with the existing built environment.

When a site is being redeveloped there is always a temptation to demolish all the existing buildings and start from scratch. While the benefits of this procedure can be easily appreciated one also has to look at the character of the environment and what such changes mean. Buildings should not therefore be demolished just to simplify a process but should instead be assessed and be protected if the features warrant it. However the scale of development may be such that protection of the old building is not expedient. When this occurs there may be no solution but to design a new complex.

- POLICY SP C 27 In the redevelopment of a site any building which can be used should be retained rather than a new one being constructed in its stead.
- POLICY SP C 28 The demolition of buildings of historic interest will only be supported when a large scale development is proposed and design and character of the buildings cannot fit into it and will be subject to the approval of the Jamaica National Heritage Trust.

If a shop front has a distinctive character in an area and contributes to the building or street architecture then it should be preserved and not arbitrarily be replaced. If a new shop front has to be provided it should be in keeping with the character of those already existing in the area. In dealing with shopping/commercial applications it will be necessary to control the design and arrangement of buildings and structures, access and circulation and the relation to the surrounding to ensure efficient functioning and adequate protection to adjacent and nearby residential areas.

- POLICY SP C 29 The design of shopping centres and other commercial developments should have due regard for convenience and safety of the public and adequate protection and separation should be provided for contiguous and nearby residential property.
- POLICY SP C 30 The character of shop fronts and other commercial buildings which are of architectural or historic interest should be maintained and enhanced and others made to conform as much as is practicable.

FIFTH SCHEDULE, *contd.*

Insensitively sited high buildings, especially those two storeys and over in height, can often intrude upon privacy and pleasant views. These will therefore be restricted to the height of surrounding developments where their visual impact will be minimal.

POLICY SP C 31 Proposals for high buildings within or adjacent an area sensitive to their impact will only be approved if they exhibit an appropriate degree of sensitivity in respect of siting and scale.

POLICY SP C 32 No permission will be given for the erection of high buildings within an area regarded as inappropriate for such buildings or in or adjacent to sight lines between strategic view points and landmarks.

The height of building and fences can destroy the amenities of open areas especially along road ways where views are a characteristic feature. Manchester's scenic areas should be protected from this onslaught by ensuring that these obstructions are controlled.

POLICY SP C 33 No structure, be it building, wall or fence will be permitted which obscures the view from any point along the highway such as at Spur Tree.

Billboards and other advertising signs also destroy the amenities of an area and care should be taken in their placement. This should not only apply to areas where they may block views but in other landscaped areas as well.

POLICY SP C 34 Advertisement will not be allowed in any type of landscape, other than signs which give direction and which should be scaled to the likely speed of travel.

Landscaping contributes significantly to the quality of the environment especially in built up areas. Planting and other landscaping can screen unsightly buildings or land uses and assist natural conservation in some circumstances. It can also enhance the appearance of development by providing texture and pattern and ensure that developments reflect the character of areas of high town scape quality where this is a major feature.

POLICY SP C 35 Good quality hard and soft landscape is to be provided as an integral part of any development proposals where it is necessary to enhance the environment and setting of a new building or otherwise help integrate that development into its surroundings.

POLICY SP C 36 No development will be permitted which conflicts with the need to safeguard and enhance the landscape and town scape features which contribute to the identity of areas of special character.

POLICY SP C 37 The Planning authorities will grant permission for new developments only if there is a high standard of landscaping provided. Details at the planning application stage should accurately identify planting area, including details of plant species, their size, densities in each location and existing proposed function.

FIFTH SCHEDULE, *contd.**Historical, Archaeological Sites and Buildings*

Manchester is rich in relics of the past but not all are listed as monuments by the Jamaica National Heritage Trust. The Order area has a rich heritage of sites and buildings having particular beauty or historic, archaeological or architectural significance which should be preserved for the benefit of both residents and visitors because they are important linkages with our past cultural heritage.

Application for the development of land in the vicinity of such other sites and buildings of historic significance should only be undertaken after consultation with the Jamaica National Heritage Trust.

POLICY SP C 38 Permission will not be given for any development within the vicinity of any monuments listed by the Jamaica National Heritage Trust without approval from the Jamaica National Heritage Trust.

POLICY SP C 39 The planning authority will normally refuse planning permission for development which would damage or destroy the setting of ancient monuments, historic landscape and important archaeological sites.

POLICY SP C 40 Before granting permission for the demolition of any building or the development of any site with historic or archaeological buildings, the planning authority may require the developer to provide information regarding the importance of the site and the impact of the development. In certain cases such an assessment may involve an evaluation excavation.

It is hoped that owners of property on which there are historic relics will restore and preserve them or cause them to be preserved and restored within a compatible environment and within the context of viable development where this is contemplated. It is in the country's interest to conserve and enhance this inherited resource particularly as it is one which is not diminished by usage. It is expected that in the course of time new public and private programmes for exploring, recording, preserving and restoring such resource will be developed.

POLICY SP C 41 The planning authorities will support and encourage the identification, recording, protection and enhancement of archaeological sites, ancient monuments and historic landscape features and will not approve permission for development which would lead to their damage or destruction unless discussed with the Jamaica National Heritage Commission and special justification can be demonstrated.

POLICY SP C 42 The monuments listed in Appendix 3 by the Jamaica National Heritage Trust as well as the Sites and Buildings having particular beauty or historic, archaeological and architectural significance will be protected and permission for development in the listed areas will only be allowed after consultation with the Jamaica National Heritage Trust.

FIFTH SCHEDULE, *contd.*

- POLICY SP C 43** The demolition of buildings with architectural or historic features will only be allowed if there is no practical alternative subject to the comments of the Jamaica Heritage Trust.
- POLICY SP C 44** Before granting permission for the demolition of any building or the development of any site with historic/archaeological buildings, the planning authorities may require the developer to provide information regarding the importance of the site and the impact of the development.

Where the restoration of a building is to take place the architect and, or owners may be inclined to change existing features as they may not be current. The authorities will discourage such actions and will at all times endeavour to make sure that the original design is maintained especially if it is in a location with similar architecture.

- POLICY SP C 45** Where works of restoration are necessary for any development every effort should be made to ensure that the original design is preserved.

Owners of listed buildings tend to neglect them especially since they do not receive any public assistance in their maintenance. The situation is worst if they are not occupying the buildings themselves. The planning authority will encourage the proper maintenance of such buildings if they are in a location where they could become a threat to public safety.

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- POLICY SP C 46** The owners of listed buildings will be encouraged to undertake the necessary maintenance and repair of these buildings so as to keep them in good condition.

Buildings may have certain archaeological or historical features which need to be protected for posterity. If these have to be demolished then arrangement should be made for the information on them to be recorded so that they will not be lost and can be readily retrieved when required.

- POLICY SP C 47** Planning permission involving the loss of a building or feature of archaeological or historic interest will not be granted unless reasonable opportunity for recording its characteristics is provided before demolition begins.

OPEN SPACE AND RECREATIONAL AMENITIES

Manchester generally suffers from a lack of sports and leisure facilities and it is intended that what now exists should be protected and that the range of opportunities be increased. Sports and leisure facilities should be developed on sites easily accessible to local residents by both public and private organizations and new developments should be provided with children's play area.

- POLICY SP C 48** Lands developed as Private Open space do not necessarily mean that such land are free and open to the general public, or that it will be purchased by government.

FIFTH SCHEDULE, *contd.*

- POLICY SP C 49 Planning permission will not normally be granted for the non recreational development of private playing fields and associated buildings unless satisfactory alternative provision is made to meet the requirements so lost or the loss can be ameliorated in the new development.
- POLICY SP C 50 Lands identified at Pike and Craighead shall be developed as a recreational centre with a multi-purpose building and other facilities that can be used for training purposes.
- POLICY SP C 51 The Local Planning Authority will not support the disposal of land vested in the Parish Council designated land as open space except for recreational purposes. Where such land is to be used for another public purpose, an equivalent area of land should be acquired before the disposal of such land in the immediate area or in an alternate area which is deficient in land for recreational purpose.
- POLICY SP C 52 Existing open space will be conserved and developed and new public open space for formal sports and informal recreation as well as children's play areas should be provided in new developments.

Sometimes there may be a need to establish public facilities in an area and the only available land is that which is being used as a park or for recreational purposes. Such facilities will have to be assessed against the present use of the land before it is released. In such circumstances the possibility of using only a portion should be considered so as not to eliminate the open space activities altogether. Where the lands are in a protected area they should be left in their natural state and alternative sites sought.

- POLICY SP C 53 Except as required for other public purposes, publicly owned land designated as park or open space will be used only for that purpose. Lands within environmentally protected areas should remain in their natural state so that they can be enjoyed by the public.

There are some types of recreational activities, such as golf courses or trap shooting which requires extensive areas of land. These are best located in rural areas or on the edge of town where land is available. They should not however; conflict with existing land uses and their designs should fit into the environment in which they are located. Considerations should be given to reclaimed mined out bauxite lands.

- POLICY SP C 54 Proposals for outdoor—recreation uses which require extensive areas of land in rural areas will normally be permitted if there is no conflict with the

FIFTH SCHEDULE, *contd.*

general character and appearance of the countryside and the scale of the development is kept to a minimum.

Most of the urban areas within the parish have limited organized green spaces and these have to be protected. Where the removal of any of these is necessary, it should only be supported in areas where there is an excess. There is also to be no significant effects on adjacent areas.

POLICY SP C 55 Planning permission will not normally be granted for any development which would result in the loss of any green area within the built up area unless there will be no significant effect upon the environment and amenity of the surrounding area.

On some of the highways in the parish there are portions of land in the reservation that have not been used as part of the carriageway. These sometimes have clumps of trees or boulders which can be made attractive to travellers. In other cases the area can be grassed and become suitable picnic areas. Squatters should not be allowed to take over the areas, nor should they be used for commercial activities.

POLICY SP C 56 Where space permits in road reservation, clumps of trees, shrubs and boulders should be allowed to remain and where the surrounding landscape is devoid of these the reservation is to be landscaped.

RURAL ECONOMY

The rural economy of the parish depends to a large extent on agriculture especially in the cultivation of citrus and table potatoes. Although there are other economic generators that impact directly on the lives of the people such as the quarrying of marl these are not as significant as agriculture. The use of productive lands should therefore be protected and the expansion of agriculture promoted in order to safeguard the food supply of the nation.

POLICY SP RE 1 Long term protection will be given to the areas of significance for agriculture which have been defined on the proposal maps and will give priority to the needs of agriculture over other types of development except where the lands have been identified for Bauxite Mining.

POLICY SP RE 2 There will be a presumption against development which diminishes the amount of productive or potentially productive agricultural land outside of the urban fence.

It is a common belief that only class I–III lands can be used for agricultural purposes. However, with the technology available this is changing especially in the area of animal husbandry. To raise livestock such as pigs and poultry do not require lands with good soil quality. This activity will therefore be encouraged on the lower categorization of lands. Considerations should be also made for the use of greenhouse technology which is being used in the parish.

FIFTH SCHEDULE. *contd.*

- POLICY SP RE 3 Intensive agricultural activities such as poultry and pig rearing which do not depend on soil quality and which can contribute to the rural economy will be encouraged on poor agricultural land.
- POLICY SP RE 4 The local planning authority will support the use of poor agricultural land for the development and use of green house technology.

The construction of housing on poor agricultural lands sometimes results in the encroachment of housing onto good agricultural lands that are in close proximity. This occurs because the type of agriculture may not be compatible with housing and agriculture loses out. The planning authority will ensure that this does not happen by refusing development on any lands where it is obvious that this is going to be the outcome.

- POLICY SP RE 5 Development will not be allowed on poor agricultural land if it will in any way jeopardize the existence of good agricultural land.

There are times when it is necessary to house workers in an area near to where agricultural activities are taking place. Depending on the nature of such activities, it may also be essential to use good agricultural lands for buildings. In both cases since the circumstances are extenuating permission may be given for this to be done on a temporary basis.

- POLICY SP RE 6 Dwellings of a temporary nature for agricultural workers and agricultural buildings may be allowed on good agricultural land in extenuating, circumstances.

Expansion of the rural economic base is essential and can be achieved through the diversification of farm business and the reuse of redundant rural buildings for various purposes. However the encouragement of traffic onto unsuitable rural roads should be avoided.

- POLICY SP RE 7 Recreation, light industrial use, educational and tourist related business will be supported within redundant farm and institutional buildings, provided that such change would not in anyway affect the character of the building or be detrimental to the character of the countryside.

To diversify and allow for a certain amount of flexibility in the economic base of the rural areas certain types of business development will be allowed. These will be limited to small hotels and other suitable holiday accommodation, and small businesses, which are usually operated by women.

- POLICY SP RE 8 Extensions to existing buildings to accommodate guests will normally be supported provided that there are adequate amenities and infrastructures and where the character of the building and its locality will not be affected.

Self employment especially among women is becoming widespread. They can now obtain loans to expand their businesses and many women have made use of this opportunity. A lot of these activities take place in the home from where they emerge into larger facilities.

FIFTH SCHEDULE, *contd.*

- POLICY SP RE 9 The operation of small scale home industries will be supported provided that it will not create a nuisance, nor affect the character and appearance of the neighbourhood in anyway.

Residents in rural areas tend to shop for small items at regular intervals. Although consumer habits are changing and people are travelling to urban centres to do their shopping, there is a considerable amount of rural residents who still depend on local shops for their supplies. Some of these business outlets offer part-time employment to women which are their only source of income. Such facilities will be supported where there is a justifiable need and where they will not act as a catalyst to linear development.

- POLICY SP RE 10 Proposals for shops in rural areas will be given consideration in appropriate locations where it can be proven that there is a need for the facility.

URBAN ECONOMY

The economy in most of the urban areas in Manchester is vibrant, although Mandeville seems to be ahead of all the other Towns. Commercial development is the dominant economic activity although office and industrial activities can play a vital role in the expansion of the economy and employment. It is therefore important that sufficient land is available for a wide variety of types of business activities which are sufficient to meet the different practical needs of users. These policies will therefore be geared towards the establishment and expansion of professional business offices, general industrial development and commercial space. The stated type of development must be sited and operated in an environmentally sustainable manner:

- POLICY SP UE1 The planning authorities will ensure that all large scale commercial developments in the planning area have no adverse impacts on the site to be developed or on neighboring sites or developments in the area for which the proposal is submitted;
- POLICY SP UE2 The employment needs of the surrounding area will be met by providing land, to accommodate the requirements of existing commercial buildings and the establishment of new ones and the extension of business premises except where these would have an adverse environmental impact or threaten the heritage of the area if it is deemed as such by the Jamaica National Heritage Trust;
- POLICY SP UE3 Where appropriate, development providing for growth in economic activities, such as commercial and office uses which sustain and enhance the variety and mix of uses and the function and character of urban areas will be supported in the growth centres;
- POLICY SP UE4 Permission for the development of land or buildings or sites for industrial purpose on the land use proposal map, for non-industrial uses will normally be refused unless they can no longer be used for that purpose;

FIFTH SCHEDULE, *contd.*

POLICY SP UE5 The location of new industrial office and business activities and the expansion and intensification of such uses in areas where they already predominate will be encouraged and promoted as long as they can conform with the planning requirements.

Sometimes new and small businesses may have to be set up into or close to residential areas and other sensitive location giving rise to negative impact on the amenity of the surrounding property. It is important that all new development for this purpose be integrated into the surroundings and that the amenity of neighbouring occupiers particularly residential is not unduly affected.

POLICY SP UE6 In dealing with applications for large-scale, office, commercial or industrial developments outside of the...

- (a) the character of the area;
- (b) the availability and supply of such facilities within the area;
- (c) the development being acceptable on environmental, design, traffic, amenity on other grounds;
- (d) the plot ratio standard for the type of development;
- (e) the car parking requirements for the development;
- (f) the provision of adequate servicing facilities;
- (g) impact on amenity, in terms of noise, vibration, smell, fumes, smoke, soot, ash, dust, grit *et cetera*;
- (h) provision of soft landscaping and trees;
- (i) other related policies in this order.

Community benefits will be sought from large scale development where the need will arise from the development themselves. Careful assessment of such development proposals will be made to ensure that the necessary facilities and amenities are provided.

POLICY SP UE7 In dealing with application for large scale office, commercial and industrial development consideration will be given to the provision of certain community facilities where essential such as; public toilets and other facilities for use by the public, children's play area, tree preservation or other amenities benefiting the environment.

Car repair activities are essential and provide opportunity for the employment of local people as well as being a community service. This activity will be encouraged mainly in areas zoned for industrial use. Application on plots zoned for other uses along main arteries may be considered on their merits where the operation will not in the opinion of the local planning authority conflict with residential amenities and traffic flows. Repairs to vehicles are not to be carried on outside of the curtilage of any site. Disabled and derelict vehicles are not to be abandoned or left standing in yard space or on adjacent roads or sidewalks for an extended period. Where such activities

may be detrimental to neighbourhood character and public health attractive visual barriers along lot line will be encouraged. Building heights and ground coverage will be determined by the local planning authority in accordance with the guideline in the Appendix 1. Approval for these facilities will only be given in areas where they have no adverse effects on surrounding residents.

POLICY SP UE8 The local planning authority will allow the establishment of motor car repair workshops, garages, and related activities in areas zoned for industrial use or where they will not have an adverse effect on the character of a neighbourhood.

POLICY SP UE9 In considering application for car repair workshops and garages, scrap yards, for storage of vehicles car tyre and muffler repair services outside of areas specified for industrial use on the land use map the planning authority will have regard to the impact of such activities on the amenities of the surrounding occupiers particularly where residential accommodation is involved.

Night life is an important part of the urban fabric and contributes to its economy. However some of the entertainment provided at night clubs can be a nuisance to their neighbours hence the need for proper screening and location and enforcement of the relevant laws.

POLICY SP UE10 Planning permission for entertainment facilities will not normally be granted where traffic problems are exacerbated, where the amenity of residents would be appreciably injured or where a proposal is incompatible with the existing character and function of the area.

POLICY SP UE11 Permission will not normally be granted for a change of use from a cultural use, such as cinemas, museums, art galleries *etc.* to other non related uses except in circumstances where a replacement will be made, within a stated time period.

Most times small offices are located on premises suited for this purpose or part of a large building which has been subdivided. Where they are in prestigious location there is always the pressure to do major redevelopment. Because of their contribution that is small offices to the economy and other environmental factors this type of redevelopment will be resisted where they are not provided for.

POLICY SP UE12 Permission will not normally be granted for the redevelopment of small offices or their alterations where they make a particular contribution to the character and function of the area.

Public services and facilities will be encouraged to have outlets in shopping centres and other related facilities where it is convenient for shoppers to carry out their business transactions in one visit.

FIFTH SCHEDULE, *contd.*

POLICY SP UE13 New shopping and other commercial business activities which are established in Growth Centres should provide accommodation for the public service facilities such as office space for the paying of utility bills etc.

The National Industrial Policy seeks to promote transformation of the structure of the Jamaican economy by expansion of existing activities and promotion of new ones in targeted areas. Although lands have been zoned for this purpose the planning authority will consider other areas which are in conformity with the requirements of this order.

POLICY SP UE14 In keeping with the Industrial Policy the planning authority will support the development of specialized industrial parks, and industrial space for small businesses in appropriate locations.

MINERAL

Mineral are basic resources for development and are necessary to sustain both the National and Regional economy. Mining can only be done where minerals occur and where there is a choice; there may be strong economic and other reasons for extraction to be done in a particular location over others. The overall effect of the activity on the environment may be positive or negative depending on the type of ore being extracted. Dereliction of the landscape, dust and traffic nuisances are some possible effects if the operation is not carried out in a controlled way.

POLICY SP M 1 Mining and quarrying plans should be submitted to the appropriate authorities before any operation commences.

POLICY SP M 2 Quarries must be located in quarry zones and will not be permitted in any other location except in extenuating circumstances.

POLICY SP M 3 Lands which have mineral deposits and are slated for development may be mined or quarried on a priority basis and be prepared for the development to the satisfaction of the planning authority.

POLICY SP M 4 Processing plant should be located as close as possible to the mineral deposits.

Minerals are also diminishing assets and therefore need to be protected from wastage or sterilization. It may also be possible to integrate mining of the site along with restoration which allows it to be used for other purposes. Widespread and substantial deposits of bauxite occur at various places within the Parish and it is intended that these should not in anyway be rendered incapable of extraction as a result of urbanization.

POLICY SP M 5 Physical development of a permanent or capital intensive nature which will prevent the extraction of a mineral will not be given permission on mineral bearing lands.

FIFTH SCHEDULE, *contd.*

POLICY SP M 6 All mined out lands or quarried lands are to be restored and be properly vegetated to a level satisfactory to the planning authorities.

POLICY SP M 7 When land in agricultural use is mined it will normally be required that restoration be back to agricultural use and that the capability of the land will compare as closely as possible with that before it was mined.

Mud lakes are a feature of the bauxite industry and are usually located in valleys or where they are visible from highways. Where there are no valleys then they may end up on good agriculture lands. This will not be tolerated except in circumstances where there are no alternatives.

POLICY SP M 8 No permission will be given for the conversion of good agricultural land into mud lakes *et cetera* unless there is no suitable alternative site which could be used with less detriment to agricultural productivity.

The sand dunes at Alligator Pond contain high quality granite sand widely used within the construction sector. This mineral resource provides employment for residents along the south coast. The sand however is a finite resource which needs to be sustainably managed.

POLICY SP M 9 All mining activities relating to the sand dunes will require permission from the relevant authorities.

WASTE DISPOSAL

SEWAGE

Most of the residence in the urban and rural areas of Manchester is located on large lots of land which allows them to provide on site sewage disposal facilities by means of septic tank and absorption pits. Because of this there is no public sewerage system in the Parish.

However, with the introduction of higher densities and closer subdivision of land it will be necessary that central collection systems be installed either individually or collectively by developers.

POLICY SP WT 1 Where densities are higher than seventeen dwelling units per hectare and an aggregation exceeding three hundred persons, or where otherwise necessary because of environmental conditions, the units should normally be connected to a central collection system.

Where it is not convenient to install central sewerage facilities then lot sizes should be large enough to allow sewage disposal by any of the other approved methods.

POLICY SP WT 2 For single family houses on lots larger than 1/10 hectare treatment and disposal should be by Septic tank and tile field with grease trap or any other system approved by the local planning authority.

POLICY SP WT 3 For single family houses on lots of 578m² and larger with maximum density not exceeding eighty-six persons per hectare and a total ultimate population not exceeding three hundred persons treatment and disposal

FIFTH SCHEDULE, *contd.*

may be by Septic tank and tile field or absorption pit with grease trap or any other system approved by the local planning authority.

In locating absorption pits care should be taken to ensure that they are not placed where they can pollute wells, rivers and other sources of domestic water supply. Minimum distances should be adhered to although these should be used only as a guide and not be taken as the maximum.

POLICY SP WT 4 No absorption pit or tile field or any other percolating system shall be located in the vicinity of an actual or potential wells, rivers or source of domestic water supply as long as there is a chance of polluting the ground or surface water.

In designing septic tanks capacity is of paramount importance. If not large enough to accommodate the amount of effluent being discharged then it would flow through without being processed and be harmful to the environment. Tile fields and absorption pits should also be designed so as not to contaminate sources of underground water. Siting should always be above the elevation of ground water.

POLICY SP WT 5 Septic tanks should be designed so as to give the required detention time and avoid short circuiting.

POLICY SP WT 6 There should be a minimum vertical distance of 1 meter between the bottom of the tile field or absorption pit and the maximum elevation of the ground water table or any layer of rock or impervious material.

In some areas of the parish piped water is not available. Under such circumstances it is hardly likely that residence will be provided with water closet. Where such situation exists then pit latrine is the alternative.

POLICY SP WT 7 Where it is necessary to use pit latrines then these should be of the ventilated improved type (VIP) and they should conform to the Ministry of Health requirements.

RECYCLING OF WASTE WATER

Due to the high cost and the difficulty experienced in providing piped domestic water supply system the recycling of grey water and the provision of rain-water for secondary uses in buildings will have to be looked at seriously. Waste water from basins, baths and showers can be disinfected and used a second time to flush lavatories or water gardens. Black water from the lavatory, and water from kitchen sinks and dishwashers go directly to the sewers. However, where the treatment system is by means of stabilization ponds or secondary system in a mechanical plant, the outfall can be used to water large landscaped areas or golf course. In this way water consumption can be substantially reduced and control placed with the user making it less costly and more readily available especially during the periods of drought.

POLICY SP WT 8 The use of rain water and recycled grey water for some secondary uses in buildings will be encouraged and provision should be made for this in development proposals.

POLICY SP WT 9 Developments with large landscaped grounds and golf courses should make provision for the use of recycled water to irrigate these areas.

FIFTH SCHEDULE, *contd.*

- POLICY SP WT 10 New housing developments which are served with a piped domestic water supply system should make provision for the use of rain water or grey water for the watering of plants gardens and parks.

SOLID WASTE

As the urban areas expand so too is the accumulation of solid waste. If this is not disposed of satisfactorily then it can have serious repercussions on the community as it could provide the breeding grounds for flies and rodents. It is therefore essential that safe and adequate facilities for the receipt and disposal of the different types of waste be provided. The best method is through controlled landfill, although there may be risks involving the pollution of water resources. However, there are ways in which this can be dealt with satisfactorily.

- POLICY SP WT 11 Solid waste should be disposed of in landfill sites and these should be sited so that there is no detrimental effect on surface or underground water and pollution of other resources is prevented.
- POLICY SP WT 12 Where landfill is used as the method of solid waste disposal there should be an acceptable scheme of restoration with the planning authority to make the land suitable for an agreed use within the specified time provided.
- POLICY SP WT 13 Proposal for civic amenity waste sites and transfer stations should have satisfactory access. Traffic route to and from the site should not be detrimental to environmental sensitive areas and the activity should in no way be a nuisance to adjoining owners.

The local planning authority is conscious of the need to encourage the recycling of waste material and products.

In order to avoid useful material being disposed of and to minimize the amount of waste being generated, recycling especially of biodegradable solid waste will be encouraged on the owners' property or in other appropriate locations. This should be done not only by householders but by commercial, office and industrial activities. These should be properly screened and sited to minimize disturbance to nearby residents.

- POLICY SP WT 14 Commercial and other business places should provide receptacles on their premises for the storage and disposal of garbage.
- POLICY SP WT 15 Solid waste management plans showing the separation, use and disposal of solid waste shall be submitted with development applications.
- POLICY SP WT 16 Public markets should provide composting sites for vegetable waste on a daily basis.

With the thrust towards industrialization it is possible that hazardous waste maybe created. Adequate provision will therefore have to be made for the disposal of such waste to ensure that there is compatibility between the environment and industry.

FIFTH SCHEDULE, *contd.*

- POLICY SP WT 17** The planning authority will give due attention to the creation of special hazardous waste disposal site where and when it is necessary for the safe disposal of hazardous materials.

ENERGY CONSERVATION

Technology has increased the demand for electrical energy as more people are using electrical appliances, and equipment, and without it most business operations would cease to exist.

This is not only applicable to the urban areas but throughout the parish. With the advent of the Rural Electrification Programme some remote areas now have electricity. The cost to supply this is very high and is passed on to consumers. The implementation of conservation measures therefore have to be undertaken to try and reduce the demand and hence the cost especially to householders.

In considering development proposals the demand and consumption of electricity will be taken into consideration so that a less energy intensive land use pattern is achieved. This should be reflected in the design, siting, orientation and layout of new housing areas and commercial, office and industrial development.

- POLICY SP E 1** The planning authority will encourage industrial, residential and commercial/office buildings to be so designed that they can make full use of natural lighting and ventilation and other energy conservation techniques.
- POLICY SP E 2** The planning authority will support the heights of buildings for which it is not necessary to install elevators or other lifting devices for goods and people.
- POLICY SP E 3** Where it is necessary to have heated water, the buildings should be designed so that they can make use of solar heaters and other energy saving devices.

The availability of electricity adds to the comfort of living and is necessary for business but care has to be taken in its distribution. Substations and pole lines can be aesthetically unpleasing to the environment and if not properly located can be dangerous as well. Planning permission should be obtained for these before work commences as they constitute development.

- POLICY SP E 4** The construction of electricity substations will be supported in areas where it is necessary to upgrade the supply as long as it will have no adverse impact on the environment.
- POLICY SP E 5** Whenever it is feasible it is desirable that electric wires and/or cables be placed underground and appropriate markers be installed to identify the routes.
- POLICY SP E 6** Utility substations, other than individual transformers, shall be surrounded by a wall, solid except for entrances and exits or by a fence with a screening hedge.

FIFTH SCHEDULE, *contd.*

POLICY SP E 7 Ancillary utility services should be so located as not to obstruct sidewalks.

POLICY SP E 8 Planning permission will be given for the installation of utility poles and lines where these meet the requirements of the relevant agencies.

The planning authority recognizes the importance of protecting existing vegetation which enhances the amenity of an area and will seek to protect and retain healthy trees, planted areas, and hedgerows and to avoid damages to existing vegetation during development. Landscaping which result in energy conservation will be encouraged and special attention given to the erection of utility poles and wires as they affect the vegetation.

POLICY SP E 9 Wherever possible electricity services should not be run under tree crowns, through shrub areas or proposed landscaped areas.

POLICY SP E 10 The local planning authority will encourage planting and landscape techniques which provide appropriate conditions to improve energy conservation in new development, particularly in the planning of major development sites.

POLICY SP E 11 Proposals for the construction of renewable energy development activities such as wind farms, solar fields and Bio- gas plants will be supported.

TOURISM

Tourism on the southern section of the island is not as vibrant as it is on the north coast. This is probably due to the limited facilities and attractions that are available here. Although Manchester has bathing beaches these are black sand beaches and tend not to be as attractive as the white sand beaches occurring elsewhere. However, there are historic sites, monuments, buildings and vistas which are of interest and which could be developed as attractions some of which are listed in the Appendix 3. These would therefore cater to a different type of tourist from those that visit the north coast adding variety to what is available in the industry and contributing to the economy of the Parish.

POLICY SP TO 1 Proposals for new or improved Tourist attractions and facilities will be encouraged subject to the siting, design and access considerations and provided there is no overriding conflict with environmental and conservation policies.

POLICY SP TO 2 Conversion of buildings of historic and architectural importance to hotels especially in rural areas when this would contribute to the conservation of the building will be supported.

POLICY SP TO 3 Proposals for hotels, guest houses and other serviced accommodation will normally be permitted within built up areas.

Although new development will not be supported in the rural area there may be occasions where the efficient operation of well-established activities justifies modest extensions. This

FIFTH SCHEDULE, *contd.*

may be acceptable if the size of the building or the activity is not increased significantly. Extension to existing buildings, change of use and small scale developments on existing developed sites such as redundant farm buildings to accommodate guest houses, bed and breakfast and self catering accommodation will normally be acceptable. However, access should be suitable and the proposal implementable with no adverse effect on the character of the building and its locality.

POLICY SP TO 4 Permission will not normally be granted for hotels, guest houses, and other serviced accommodation outside built up areas, except for conversions of existing building or appropriate extensions to existing serviced accommodations for tourism purposes.

It will be necessary to have certain facilities located along roads carrying tourist traffic for their convenience and comfort. These should be established at appropriate locations so that they do not conflict with conservation policies and do not interfere with the free flow of vehicular traffic.

POLICY SP TO 5 Restaurants and cafes, tourist information facilities and picnic sites, may be permitted at appropriate locations on roads carrying tourist traffic providing there is no conflict with conservation policies and subject to the siting design and access being satisfactory.

Opportunities for golfing are now confined to the town of Mandeville. However, should the popularity of the sport increases then it will become necessary to establish other golf courses in the Parish.

POLICY SP TO 6 Golf courses will only be allowed on non agricultural lands at locations where the environmental impact is low and where there would be no traffic problems.

The heights of hotels and other tourist facilities should fit into the environment in which they are located. They should not be bulky and overbearing and should be adequately landscaped.

POLICY SP TO 7 Hotel developments should be in accordance with the guidelines provided in Appendix 14 or as approved by the planning authority.

The implementation of the Canoe Valley National Park as a tourist attraction is expected to spark the growth of tourism in the Alligator Pond Area. Small scale tourism accommodation will be allowed in the area, but great caution has to be exercised in their establishment to avoid loss of the remote tranquil character of the strip. Spectacular coastal trails have been indicated on the land use map linking both beach and upland ridges, and other attractions including numerous Taino sites caves are shown.

POLICY SP TO 8 Small scale tourism accommodation in the form of cottages, not exceeding a density of 25 habitable rooms per hectare will be allowed in the Canoe Valley National Park in the areas identified for that purpose.

FIFTH SCHEDULE, *contd.*

- POLICY SP TO 9 In granting planning permission for tourist accommodation in the park the authorities will ensure that such development will be sensitively designed and will in no way contribute to the loss of the remote, tranquil character of the area and that sewerage can be satisfactorily disposed of.

TELECOMMUNICATION

The growth in communication technology has given rise to the erection of antennae and satellite dishes for both domestic and commercial use across the parish. It is important that both the Town scape and the Country-side be protected from a proliferation of these structures thereby lowering the environmental quality of the areas and detracting from the appearance of buildings and the street scene. Where satellite dishes, microwave antennae, radio masts and other telecommunications apparatus have to be installed, they should be sited so that they do not have a severe impact on the character and visual amenity of the area. The possibility of sharing facilities should also be explored before new sites are considered. The appearance of buildings, towns and rural areas will be protected as far as possible from unsightly telecommunications equipment.

- POLICY SP TELE 1 The Planning authorities will ensure that the erection of telecommunications equipment will not result in unnecessary proliferation of, or have any adverse effects on the character of a locality or the appearance of a property. In the case of cell tower sharing is advised.

- POLICY SP TELE 2 The Planning authorities will support the installation of cable television facilities in new Residential/Resort and Commercial development where this is feasible.

- POLICY SP TELE 3 In considering planning application from licensed operators consideration will be given to the possibility of sharing existing masts, replacing one with another for joint use or erecting one suitable for joint use and that the proposal will not affect the skyline or other areas of importance.

In order to protect the visual amenities of buildings, open area, and street scenes the following policies will be taken into consideration when dealing with applications for telecommunication facilities.

- POLICY SP TELE 4 Satellite dishes should, wherever possible, be located at the rear of a building or premises or on lower roofs and should be as unobtrusive as possible from the street and other public areas.

- POLICY SP TELE 5 Antennae will not be allowed on listed or other heritage buildings and consideration should be given to siting these on adjoining buildings or other area of the premises where they will least affect the character and appearance of the setting.

FIFTH SCHEDULE, *contd.*

- POLICY SP TELE 6 In complexes such as terrace and town housing consideration should be given to sharing an antennae and/or one satellite dish between several units.
- POLICY SP TELE 7 Where there are several separate users in one building such as apartment and office building only one antennae will be permitted for the whole building unless the others can be screened from public view.
- POLICY SP TELE 8 Where possible the smallest size dish should be used and the colour should blend in with its background and /or surroundings.
- POLICY SP TELE 9 In the case of proposed new development, telecommunication requirements should be considered at an early stage as the installation of visually intrusive equipment at a later date may not be permitted.

GENERAL DEVELOPMENT POLICIES

While the Sector Policies deal with special aspects of the order there are other developments not falling within these areas which can be better dealt with by the general policies. For instance there are areas without notation (white areas) on the land use proposals map where it is difficult to anticipate what will happen or where changes will take place in the future. This does not mean however, that there will not be any policies applicable to development proposals which may occur in these areas. Instead there are non site specific policies, depending on the types and location of the development which may be applicable such as in residential areas. Nevertheless there will be other development proposals to which no specific policy applies and for which policies will have to be determined based on the uses which will be decided on their merits taking into account material consideration and the general considerations which underlie the policies in the order and the allocations on the proposals map.

In dealing with the development applications in there category the planning authority will ensure that proper sanitary conditions and conveniences are secured, that there is the co-ordination of roads and public services, the protection and extension of amenities and the conservation and development of the resources of the Parish. Thus those aspects of development which encourage personal well being, social harmony and equal opportunity will be promoted.

- POLICY GD 1 The planning authority will not give approvals for:
- (a) Major residential development outside of built up areas or growth centres except where it is needed to satisfy a local demand.
 - (b) Development which will sterilize or destroy the enjoyment of an important resource.
 - (c) Development which by virtue of smell, fumes, noise, would be a nuisance to existing and proposed development in the area in which they are to be located.

FIFTH SCHEDULE, *contd.*

POLICY GD 2 Development will be approved in areas that provide a healthy environment and in which the land to be developed meets the necessary guidelines for the erection of the buildings and structures proposed.

Trees are an important part of the landscape and will be maintained for general amenity, ecological and economic value. When a development proposes to retain or plant trees worthy of long term protection or where it is desirable to confirm publicly the amenity value of trees or woodlands including trees under threat these will be protected by Tree Preservation Orders.

POLICY GD 3 The local authority will be encouraged to make Tree Preservation Orders to protect trees which are of public amenity value and will encourage the retention of trees and hedges in development proposals where possible.

POLICY GD 4 Existing recreational open spaces will be safeguarded in all developments and where appropriate new areas will be recommended or permitted.

The protection of the quality of the environment is an important consideration in dealing with applications. It will therefore be necessary to apply the following policy throughout the Parish.

POLICY GD 5 The planning authority will take into consideration all relevant aspects of environmental impact when assessing land use and development proposal.

As a general rule, non-conforming uses throughout the Parish should cease to exist and the land affected reverted to a use in conformity with that intended for the area. The owners of such property should therefore consider locating to a new area where the use is compatible and where they are able to perform and produce under improved conditions.

POLICY GD 6 Where a non-conforming use exists no permission will be given for the extension or enlargement of the development or for the retention of such building except in extreme cases of hardship and where the uses are compatible and is in conformity with the policies in this order.

Flood plains perform an important function in the control of flooding in the lower reaches of a river course and should therefore be preserved and left undeveloped. New developments on lands previously undeveloped will also increase run off thereby increasing the risk of flooding. These situations will be taken into consideration in processing development applications.

POLICY GD 7 There will be a general presumption against new development or the intensification of existing ones in areas which are at risk from flooding, unless it can be demonstrated that this will not occur either on-site or elsewhere.

Manchester has a domestic water supply problem as most householders rely on catchment tank which to a great extent depends upon the weather conditions. In recent times piped water is being supplied to more areas especially urban centres. Notwithstanding that there are areas that will still be dependent on catchment tanks and therefore these should not be abandoned.

FIFTH SCHEDULE, *contd.*

POLICY GD 8 Developments taking place within the interior of the parish and in areas where processed piped water from wells, rivers and springs is not available should make adequate provision for the collection of rain water to fulfil the residents needs.

Un-neighbourly uses can be an irritant to those who live beside them. Where these exist the planning authority will endeavour to seek to have them relocated or phased out at the earliest opportunity and further intensification will not be permitted.

POLICY GD 9 Planning permission will not be given for the establishment or extension of any use likely to be detrimental to the amenity of a locality or the character of a conservation area, and any existing business so inclined will be encouraged to relocate.

The opportunity for outdoor informal, sporting activities should be complemented by indoor formal activities. This will improve the quality of leisure activities and improve the quality of life for the residents of the parish.

POLICY GD 10 The provision of facilities for a wide range of sports, arts and other facilities will be encouraged in appropriate locations throughout the parish to meet the needs of all residents.

POLICY GD 11 The local planning authority will maintain and where possible improve the provision of land for active and passive open air leisure activities throughout the parish.

THE DESIGN OF NEW DEVELOPMENTS

Normally the design of new developments should be of a high standard and should be in sympathy with the nature and character of the area in which they are to be located.

The provision and siting of community facilities, the layout of building areas, including density, spacing, grouping and orientation will be considered in the grant of planning permission. In addition the size, height, colour and finishing materials of buildings or other structures, the object which may be affixed to structures, the layout and site coverage of buildings and the use to which buildings or land are to be put will be subject to control to ensure proper standards of design and amenity.

POLICY GD 12 New developments will only be approved where the necessary infrastructure and amenities are available and where they conform with the requirements and guidelines set out in the Schedules and Appendices of this Order.

POLICY GD 13 Planning permission will not be granted for any development which would have a significant or adverse effect upon the amenity and privacy of adjoining properties.

POLICY GD 14 All single family detached dwellings shall be required to be set back a minimum of 1.2 metres or a suitable distance as may be determined by the local planning authority/Town and Country Planning Authority from

FIFTH SCHEDULE, *contd.*

time to time from property boundaries and adjoining buildings. The set back for two (2) and more storeys shall be greater than that required for single storey developments.

All new developments to which the public will have access should take the needs of physically challenged people and others into consideration in their layout and design. The amenities provided should be such that they can make use of them without any hindrance.

- POLICY GD 15 All new major developments will normally be required to provide safe and satisfactory on site parking facilities with areas clearly identified for the physically challenged as set out in Figure 2 of the Appendices.
- POLICY GD 16 All new shopping centres, restaurants and fast food outlets open to members of the general public should be equipped with public sanitary conveniences as outlined in The Development and Investment Manual.
- POLICY GD 17 All public buildings should be designed so that the physically challenged can access them easily.

It is important that traffic generation and its impact upon the road network be taken into account when consideration is being given to new development proposals. In all instances importance will be given to safety and environmental considerations.

- POLICY GD 18 All new development will be required to be designed and located in relation to the existing road network, and to provide satisfactory vehicular access/egress/crossover and where appropriate, circulation within the site.

The planning authority will take steps to ensure that nature conservation is taken fully into account in all new developments including the creation of nature parks and wildflower meadows. Developers should identify lands within their ownership which will provide for the creation of these areas.

- POLICY GD 19 Local nature reserves and other nature parks will be encouraged in new developments and these will be protected from being used for other unrelated developments.

Where necessary the planning authority may request a plan containing details of existing trees, (including location on the land, height girth, species) and wildlife habitats. It is important that these be protected during the period of construction and the planning authority will take appropriate steps in this regard. Trees which are destroyed during the period should be replaced.

- POLICY GD 20 Planning permission for Resort, Town House and Apartment developments will normally be required to include Landscaping plans as a part of their submission.
- POLICY GD 21 Felling or limbing of trees adjacent to main roads by any person or agency will not be freely permitted and such operations should not be undertaken except with the permission of the local authority.
- POLICY GD 22 New developments will be expected to conserve existing wildlife features and encourage the creation of appropriate wildlife habitats

FIFTH SCHEDULE, *contd.*

Storm water run off from building sites onto roadways can cause interruption of the free movement of pedestrian and motor vehicles. Owners of properties, especially along major thoroughfares should ensure that surface water is intercepted and disposed of before it reaches the roadway.

POLICY GD 23 Developments shall be required to dispose of storm water runoff from roofs and properties on their own property or under the side walk. No permission will be given for such storm water run off to be disposed of onto the surface of the side walk or roadway.

POLICY GD 24 In areas where caves/sinkhole/grottos are present they should be left clear to assist in the natural disposal of surface water and should not be used as sewerage disposal facilities or amenity areas.

One of the problems on a development site is the amount of dust created during the construction period. This can be a nuisance to people living and working in the area as well as the motorists and others who have to traverse roadways adjoining or near to such sites. Abatement measures should be undertaken to ensure that the levels are tolerable at all times.

POLICY GD 25 During the construction stage of a development all possible source of fugitive dust generation should be controlled to avoid the dispersion of dust to surrounding areas. Trucks transporting construction materials are to be covered.

In some areas it may be appropriate to have a mix of development. As long as the uses are compatible the planning authority will give consideration to such proposals.

POLICY GD 26 Development consisting of a minimum of residential and commercial or residential and office activities in which the uses are compatible may be permitted in areas zoned for each of the individual uses. The total amount of development shall not exceed that allowed for the zoned use.

In assessing subdivision application consideration will be given to the guidelines set out in Appendix 13 and The Development and Investment Manual.

POLICY GD 27 In granting permission for the subdivision of land due consideration will be given to the standards of amenity already established in an area and departure will be permitted only on the merits of the case.

POLICY GD 28 In considering a subdivision application the planning authority will ensure the co-ordination of the subdivision of contiguous properties in order to integrate existing and future services and circulation.

POLICY GD 29 To meet the community needs of the neighbourhood or district, land of appropriate dimensions and shape, slope and location is to be set aside within residential subdivisions in accordance with the requirements set out in Appendix 13.

FIFTH SCHEDULE, *contd.*

In the case of very large subdivisions regard will be had to the pace of development and the number of undeveloped lots in the general area and the likely rate of their absorption. This is necessary to prevent unnecessary spending on infrastructure without development taking place.

- POLICY GD 30 Subdivision applications will be assessed on the need for lots in an area and may be given a programme of phasing and seeding.
- POLICY GD 31 Large scale urban style subdivisions in the rural areas will not be considered unless the proposer can satisfy the planning authority that such development is in no way premature in terms of local demand and that all required utility services can be provided without making demands on the relevant government agency.
- POLICY GD 32 Where approval is given for a large scale development in rural areas the developer will be required to build or cause to be built within the proposed development site a specified number of dwelling units (expressed as a ratio of dwelling units to lots) within a specified time period and at a ratio to be determined by the planning authority.
- POLICY GD 33 Plot coverage and other requirements for the various types of buildings should be in accordance with the requirements in Figure 1.

The subdivision and development of land can cause irreparable damage to the environment. Once land is subdivided it will take several years before the damage can be reversed or remedied. An assessment of the effect on the environment should be done before subdivision is undertaken

- POLICY GD 34 Any development which is likely to have a significant effect on the environment by virtue of its nature, size and location may require an Environmental Impact Assessment. In some cases an Environmental Statement may be adequate.

NEW SETTLEMENTS

The settlement strategy in the National Physical Plan 1978–1998 has identified areas which should be targeted for growth. However, where there is a real need for new settlement either in terms of resettlement for specific purposes such as a mining operation or where there is a need for a village to grow to allow people to remain in an area consideration could be given to the proposal. Care will be taken, to ensure that these are established in accordance with the policies indicated in this order and that the unique qualities of the rural environment are not degraded by development pressure.

- POLICY GD 35 The local planning authority will give due consideration to the establishment of new settlement where these are being established to fill special needs.
- POLICY GD 36 All proposals for new settlements should include the necessary social amenities and physical infrastructure and facilities needed for the residents.

FIFTH SCHEDULE, *contd.*

Whilst it is anticipated that development will be confined mostly to recreational activities it may still be necessary to remove existing vegetation in order to do so. Where this has to be done there should be a plan showing the trees to be removed and those that will be planted to replace the loss.

- POLICY GD UC 7 Development proposals should be accompanied by a comprehensive landscape plan which shows the location, species, and size of all major vegetation to be removed, retained or planted.

This coastal area is of great importance for scenic, scientific and recreational values and permission for development will be assessed microscopically for their impact on the area.

- POLICY GD UC 8 Development will not be permitted along this undeveloped coast if it materially detracts from the unspoilt scenic quality or scientific value of the area.

RURAL AREA POLICIES

Manchester is an extremely mountainous parish which has no large rivers and because of this there is no large scale cultivation of crops such as sugar cane which requires flat land that can be irrigated. The chief crops are coffee, banana, ginger, pimento, vegetable, citrus and potatoes. Generally lands of high and moderate capability are to remain in agriculture except in circumstances which can be justified to the satisfaction of the planning authority and this places a vast area of the rural area into this category.

- POLICY GD RA 1 Land of high agricultural production will be preserved for agricultural use and the gradual intrusion of quasi-agricultural subdivisions onto fertile lands will not be entertained.
- POLICY GD RA 2 Development which will cause a loss of agricultural land will not be permitted unless the use for such a development over-rides agricultural considerations and no alternative site is available.
- POLICY GD RA 3 Planning permission will be given for the conversion of large farms or good agricultural lands into viable farm units only and the subdivision into unproductive units will not be entertained.

Many forms of agricultural development and most other agricultural changes do not require planning permission. Some agricultural development does however, require planning permission and it is important that these are designed and sited to avoid conflicts with other rural interests example landscape.

- POLICY GD RA 4 Development essential for agricultural production will normally be permitted in the rural area provided that there is no conflict with other important rural area resources and no adverse impact on the appearance of the surrounding.

Some uses do not rely on the quality of agricultural land and are not necessarily related to the efficient and effective operation of the agricultural holding although they can have a significant impact on the appearance of the rural area example farm shops selling produce grown on the farm.

FIFTH SCHEDULE, *contd.*

They cannot always justify their location as part of an agricultural use of an area and should be regarded as development. The same principle applies where a viable unit is subdivided as it could jeopardise the use of the remaining agricultural land.

POLICY GD RA 5 Proposals for agricultural development in the rural area not dependent on the agricultural use of land will only be permitted if it will not unnecessarily jeopardise the long term availability and use of good quality agricultural land.

The natural tendency to change the less productive land in rural areas into housing development has led to pressure on lands within the rural fringe areas. Most times these lands can be used for agricultural related activities but are allowed to remain in rinate to justify demands for change.

It is essential to ensure that the amount of land taken for development is kept to a minimum as it may not be possible to restore or replace it. This will protect the rural resources and enable future options to be kept open. Development which does not need to be there should therefore not be accommodated in rural areas.

POLICY GD RA 6 The planning authority will seek to protect land in the rural area and will not normally grant permission for development unrelated to the needs of agriculture, forestry, and in appropriate cases, recreation, the extraction of minerals, and the disposal of waste.

Although centres have been identified for growth based on the level of infrastructure *et cetera*. available, within which Government will channel resources for development there are areas in which residential development will be allowed because of its location and the services available. There will also be situations where it is necessary to carry out resettlement operations in such areas or to house farm workers. In such circumstances development will have to be sympathetic with the surrounding area.

POLICY GD RA 7 New housing development in rural area will be restricted to the existing built confines of villages except in situations where it could be easily linked with other existing development.

Sometimes an area may appear to be developed because of the number of buildings existing in the location and pressure may be applied to allow additional units. This has to be viewed against the background of the character and appearance of the countryside and the potential for setting precedents.

POLICY GD RA 8 Proposals for new development outside of growth centres and villages will be permitted only if it is rural in character and will not conflict with the appearance of the area in which it is to be located.

POLICY GD RA 9 Small scale businesses such as craft centres, souvenir shops *et cetera*. will be allowed in and adjoining the built up area of villages and small towns where appropriate to the scale of the settlement and where it would not be detrimental to the amenity and character of the area.

Although it is the policy of government to encourage people to live in settled areas where it is easier to provide them with services, there are those who will not be able to do so or will not want to do so for various reasons. Provision will therefore have to be made to satisfy such local housing needs which will cater to local people and returnees only.

FIFTH SCHEDULE, *contd.*

POLICY GD RA 10 Housing development to satisfy genuine local needs will be supported if the developer can satisfy the authorities that there is a demand and that development will not be in conflict with the other policies for that area.

The demand for land for recreational and leisure use sometimes ranges from small areas for play fields to extensive areas such as golf courses. These should not only be compatible with the area in which they are located, but should provide and consolidate the strategic gap between towns. A clear visual break when passing from one place to another gives a recognizable structure to a group of settlements, establishing in the travellers mind that he has arrived at another place.

POLICY GD RA 11 With the objects of preventing coalescence and retaining the separate identity of townships, strategic gaps will be maintained between them with the precise boundaries shown on the local plans where possible.

POLICY GD RA 12 Development of sports and outdoor recreational facilities will be permitted at sites with easy access to population centres and where roads are adequate to carry additional traffic.

One form of strategic gaps, that is, land providing separation between towns or settlements is the green corridor which comprises linear spaces of open green character along highways or extensive areas of predominantly open/green character in a developed area.

With the growing in environmental awareness, it is of particular importance that woodlands and other conservation areas are preserved. Preservation involves the retention of all members of a species of tree, shrub and water supply accesses and to these areas may be on a controlled basis.

POLICY GD RA 13 Protection will be given to areas of woodland and trees, especially those identified in conservation areas such as the south coastal road, and which are of significant importance to the visual character and landscape of the rural area.

Most of the areas of scenic beauty in the rural areas are in the "Public Domain" that is, they are visible from location such as roads, vantage points etc. The coast road again is one such example as well as Spur Tree, Plowden and Devon to Mile Gully. The characteristics of these areas should be protected for the continued enjoyment of the public.

POLICY GD RA 14 Permission to allow development in the rural area will at all times seek to protect and enhance areas of outstanding natural beauty.

Caves represent a small scale eco-system which has great potential appeals for both visitor and local appeal and should therefore be protected. There are several of these in the North West section of the Parish which have been identified on the land use maps..

POLICY GD RA 15 Development proposals involving caves or proposals located in the vicinity of caves will only be allowed if there will be no adverse environmental or other effects on the caves.

Where it is necessary to preserve buildings of historic and architectural importance or buildings with special features, these may have to be converted to other uses to achieve this goal. There are several farms or estate houses in rural Manchester that fall into this category.

FIFTH SCHEDULE, *contd.*

POLICY GD RA 16 The conversion of buildings of historic and architectural importance to provide accommodation for new business be permitted if this is necessary to preserve the life of the building.

POLICY GD RA 17 Recreational, educational and tourist related activities such as restaurants will normally be acceptable within redundant farm buildings, provided that its character and appearance would not change and the use would not be detrimental to the rural area.

Mining is an important economic activity in Manchester’s rural area, and precautionary measures will have to be taken in such operation. Mined out lands will have to be restored to a state where it can be used for productive purposes.

POLICY GD RA 18 All mined out lands are to be restored to an appropriate use after mining is completed.

POLICY GD RA 19 The operators of quarries will be required to complete operation and rehabilitate the land in the shortest possible time.

POLICY GD RA 20 The quarrying of land will not be regarded as rendering the land suitable for development.

Many non-agricultural commercial uses are located outside of the built-up area and occasionally there may be proposals for their redevelopment or change of use. Any such proposals must respect the open nature of these areas.

POLICY GD RA 21 Proposals for the alteration, extension or change of use of existing commercial buildings outside the built up area will be permitted only if the development preserves the existing landscape, setting, character, and original building scale.

The efficiency of agriculture to a great extent depends on the provision of markets and other distribution facilities in locations where the public can have access. These may be convenient in situations where no local shops exist and the outlet is near to a settlement.

POLICY GD RA 22 Permission will normally be granted for farm shops where this is proved to be necessary for the distribution of produce to and from local farms and for the supply of fertilizer, equipment *et cetera*.

PETROL AND OIL FILLING STATIONS

It is in the public interest that the proper siting and design of petrol and oil filling stations throughout the Parish of Manchester be controlled. Special attention will be given to; access to, and egress from roads and the relation of these to traffic intersections, the design, appearance and location on the site of buildings and ancillaries, the location of the proposed site in relation to existing or proposed development and the planting and protection of grass, trees and shrubs.

POLICY GD PFS 1 Filling stations will not normally be permitted close together on one side of any road unless there is similar provision on the other side sufficient to reduce traffic crossing.

FIFTH SCHEDULE. *contd.*

- POLICY GD PFS 2 Where it is anticipated that a road will develop as a limited access road the siting and design of the Station should conform to the special standards for access to and egress from such roads.
- POLICY GD PFS 3 The layout and design of all filling stations should be in accordance with the guidelines in Appendix 8.

Petrol Stations should be established where they fulfil a need. They should not be located in isolated areas on highways where their existence depend solely on passing motorists, but in communities or commercial areas where they can add to economic activities of the settlements and provide a service. However, in doing so consideration should be given to their placement to ensure that there are no adverse effects on the residents, adjacent development and traffic flow.

- POLICY GD PFS 4 Permission will only be given for new stations where there will be no significant adverse effect on the amenity and environment of nearby occupiers, traffic levels on residential roads, nor risk to public safety.
- POLICY GD PFS 5 Developments which are not sensitively designed and integrated with surrounding areas will not be given planning permission.

The hazards associated with the emission of benzene (a known carcinogen) can be minimized by the use of vapour recovery pumps. Where petrol contains benzene then mitigation measures should be in place.

- POLICY GD PFS 6 "Vapour recovery pumps" should be installed in all new Petrol Filling Station where the petrol being dispensed contains benzene.

CONTROL OF ADVERTISEMENT

The display of advertisement shall be controlled in accordance with the Town and Country Planning (Control of Advertisement) Regulation, 1978. Hoardings or other similar structures used or adopted for the display of advertisements or other public notices constitute development for which planning permission shall be required.

The regulations set out the general framework for the control of advertisement but the power of the planning authorities may be exercised only in the interest of amenity and public safety. Applications to display advertisement will however be assessed according to their location and siting, dominance in the street scene and where appropriate illumination.

Developers and other interested parties should familiarize themselves with the Regulations and the Policies herein as the planning authorities will pay due regard to them in dealing with applications.

- POLICY CA 1 When considering proposals for the display of advertisements the planning authorities will take into consideration:
- (i) whether it is an appropriate location given the character and appearance of the surrounding area

FIFTH SCHEDULE, *contd.*

- (ii) the general siting, size and dominance of the proposal and its impact upon the amenity of adjacent property
- (iii) all relevant road safety considerations
- (iv) within conservation and heritage areas their design, siting and the illumination of advertisements as well as the maintenance and enhancement of the historic character and appearance of the area.

POLICY CA 2

The planning authorities' decision in dealing with advertisement will be influenced by the Advertisement Regulations 1978 and the guidelines as set out in Appendix 15 of this document.

SECTION II—*Local Development Area*

MANDEVILLE LOCAL PLANNING AREA

DESCRIPTION

The intention of this section of the Order is to make provision for the orderly and progressive development of the Mandeville Local Planning Area as described in the First Schedule indicated on Map 2.

The area extends from Knockpatrick in the south to Hanbury in the north and from May Day and Royal Flat in the east to Dunsinaine and Mike Town in the west and include districts such as Brumalia, Battersea, Perth, Georges Valley and Cedar Grove.

The Town was one of the fastest growing in the island during the 1970's. It accounted for approximately twenty four per cent (24) of the parish's total population. In 1991 the figure was 39,945 persons which represented a 38 per cent increase over the number for 1982 population of 28739. By 2001 the population increased to 47,466 persons with a growth rate of 1.7 per cent. It is projected that at this rate by 2021 the population will be approximately 66,497.

Mandeville is the parish capital of Manchester and the main commercial and administrative centre. It's easy access along the South Coast highway, and its position as a Regional Centre has made it a major distribution point for higher order goods and services. The growth of the town has been shaped by the absence of significant areas of flat land and Bauxite mining and refining operations.

There are five (5) sites that have been identified and protected by the National Heritage Trust as national monuments within the town area. Transportation via private motor cars is one of Mandeville's biggest problems as the population to traffic car ratio is among the highest in the island and the flow patterns result in congestion in the Town, especially in the area of the market.

LOCAL PLAN FOR THE TOWN OF MANDEVILLE

TRANSPORTATION

Public transportation operators have five main areas in the Town four (4) for taxis and one (1) bus that can be used while waiting for passengers. However, most of the mini-buses and taxis operate from the main parking area adjacent to the market and illegally on other streets leading

FIFTH SCHEDULE, *contd.*

away from the market to the various outlying communities. Although there is an overall shortage of parking spaces for public transport what is available has to be rationalized and the best use made of it.

- POLICY MAT 1 is to be amended to read "Proper parking bays will be marked out in the parking area located south of the central park which will cater to buses and taxis only that one licensed as public passenger vehicles".
- POLICY MAT 2 The local planning authority will seek to ensure the establishment of a transportation centre at an appropriate location within the town for buses and taxis.

ROAD NETWORK

The road hierarchy of the Town consists of eight major roads and a network of secondary feeder and access roads. Three of the major roads collect and distribute traffic going west of the town while the eastern end is served by the remaining five roads. The circulation pattern in the central area is quite good and contributes considerably to the life and trade that goes on in the commercial centre. The problem is to enter and leave the town easily especially in the vicinity of the market.

- POLICY MAT 3 To avoid the congestion along Manchester Road in the vicinity of the market a one way system will be instituted until such times as the market is relocated or other methods have been implemented to improve the traffic situation.

VEHICLE PARKING

Parking spaces for privately owned vehicles are difficult to find outside of the shopping plazas. Even these are now becoming congested as appropriate standards have not been used in determining requirements. A certain amount of parking therefore has to be allowed on the streets thus adding to the congestion. New standards of parking provision will be applied to all new developments to minimize on street parking and traffic congestion and special areas will be identified for the parking of private motor vehicles only.

- POLICY MAT 4 The parking area located near to the Court House should not be used for taxis but for the provision of spaces for private cars only.
- POLICY MAT 5 A portion of the land adjoining the hospital site to the north now used by the Ministry of Transport and Works as a work yards should be used as a public parking area.
- POLICY MAT 6 Except in circumstances where it may not be practical nor feasible for developments to provide adequate on site parking, such as in the town centre, all new developments shall be required to provide adequate on site parking for customers as set out in the parking requirement. (see Appendix 9).

FIFTH SCHEDULE, *contd.*

Parking provisions for new developments or replacement of spaces lost through development should be on site. However, there may be proposals for certain development where this may not be feasible or desirable. In such circumstances the planning authority will be prepared to consider the construction of a car park on a suitable site elsewhere in the town centre and in close proximity to the site being developed.

POLICY MAT 7 Where it is neither desirable nor feasible to provide parking to meet the planning authority's normal requirements on a specific site, the planning authority will consider the possibility of placing the shortfall on an alternative site in close proximity to the existing one.

To alleviate the traffic congestion in the Town a by-pass road was constructed to the North leaving the existing main road at Williamsfield and rejoining it at Greenvale. This road known as the "Winston Jones Highway" is a limited access road. Direct access/egress onto it from buildings will be prohibited and subdivisions and other developments along it should be served by a system of service roads.

POLICY MAT 8 New developments along the "Winston Jones Highway" shall be required to obtain access/egress from its own system of service roads with limited entry points onto the highway and only in exceptional circumstances where it can be shown that approval of such developments will not result in an adverse impact on the highway's function as a major through road will access/egress be allowed onto the highway.

The natural growth in traffic volumes will in the future further increase the flow on some roads such as Decarteret, Newleigh, Manchester and Caledonia increasing the risks of accidents. Development which might adversely affect conditions on the main road network into and out of the town or cause problems in residential area may therefore have to be restricted.

POLICY MAT 9 The Planning Authority will not support any new developments which would involve the construction of new accesses or the increased use of existing accesses onto primary roads or cause a material loss of residential amenity arising from a significant increase in the volume of traffic.

CONSERVATION OF THE NATURAL & BUILT ENVIRONMENT

THE BUILT ENVIRONMENT

The five sites that have been identified in the town of Mandeville and are protected by the National Heritage Trust as national monuments are; the Parish Church opened in 1820, the Court House which is a good example of local architecture and was built in 1820, the Rectory which was constructed as the residence for the church's rector and is the oldest house in the town, the Goal and Workhouse which is now the site of the Police Station, and Mandeville Hotel. The Hotel was originally the barracks for the English Troops when the town was used as a garrison. After the demise of the troops the building was used as a hotel and has experienced several name changes. These sites should be protected and preserved for their historical and aesthetic values.

FIFTH SCHEDULE, *contd.*

- POLICY MAC 1 The Planning Authority will endeavour to protect, preserve and enhance the special character and environs of historical buildings especially those protected under the National Heritage Trust Act and permission will not be given for any development which would in anyway threaten or be detrimental to their existence or that of their environs.

Natural Environment

Mandeville remains essentially a green town as most of the limestone hills within the boundary have retained their original forest cover. It also incorporates the Marshalls Pen Bird Sanctuary and its western boundary is marked by the Spur Tree Hills fault line. These areas should be protected and carefully monitored to ensure that they are not destroyed by development.

- POLICY MAC 2 Proposed developments which would conflict with or in anyway destroy the amenities of the Marshall's Pen Bird Sanctuary will not be supported or given permission by the planning authority.
- POLICY MAC 3 Development proposal in the vicinity of the Spur Tree Hill fault line will be carefully assessed and monitored to ensure the protection of the area and safety of residents.

Notwithstanding the fact that most of the limestone hills are still forested, there is evidence that deforestation is taking place especially in the Brumalia area and the green nature of Mandeville is now being threatened. Further construction should integrate the need to retain tree cover as far as is practicable. The hills must be allowed to remain forested to a certain extent as they act as sponges to absorb surface run-off.

- POLICY MAC 4 Development applications for areas in forested hills will be required to show areas preserving trees or clusters of trees as far as is practicable for conservation purposes.

HOUSING

The demand for housing keeps increasing in the urban areas as the formation of new households and population generally increases. There is an existing need for housing in Mandeville as the largest attempt by either the public or private sector to increase the housing stock is the housing development undertaken by National Housing Trust at Woodlawn.

The Town is characterised by low density development with some of the more affluent communities being located within easy reach of the urban core. Because of the constraints to land development some of the areas on the outskirts of the town is not suitable for housing development hence the desire to have higher densities in these areas near the urban core. A number of areas with the minimal amount of constraining factors, the availability of vacant land for development and land with low density developments for infilling have been identified on the land use map.

- POLICY MAH 1 Residential development will be encouraged in areas identified for that purpose near to the town centre and shown on land use map and non-residential uses will not normally be allowed on those properties now being used for residential purpose.

FIFTH SCHEDULE, *contd.*

POLICY MAH 2 Permission will not be given for housing developments in areas where sink holes and depressions are located such as Hatfield, Dunsenaine *et cetera*. if their functions will be obstructed in any way.

The value of land in Mandeville which is fuelled by inflation and the influx of returning residents, results in very high land prices and reduced affordability for lower and middle income earners. Houses and lot sizes are large and densities are low. Housing is therefore inaccessible to many local residents and highlights the need for multi-family development in an effort to reduce cost and allow for more efficient use of expensive land.

POLICY MAH 3 Multi-family development will be allowed in the areas identified on the land use map for this purpose at densities not exceeding

(a) 50 hrph on parcels of land up to 0.2 hectare.

(b) 75 hrph on parcels in excess of 0.2 hectare.

POLICY MAH 4 In dealing with applications for multi-family development the planning authority will take into consideration the factors listed in Appendix 10.

The need for privacy between adjacent residential buildings is being hampered by the practice of locating them onto or almost onto property boundaries. Due regard will be given to this aspect of development in dealing with applications, to ensure that there is no discomfort to neighbours.

POLICY MAH 5 New residential proposals must adhere to the lot coverage requirements provided and maintain the distance between buildings and property boundaries as in Appendix 10 this order.

The opportunity for play is essential for children of all ages, and different physical and intellectual abilities, especially in the urban and other built up areas. It is intended therefore that the requirements set out below result in the provision of adequate play area that is well designed and equipped and is accessible to the children in urban neighbourhood. In terms of single family detached and semi-detached housing such requirements will normally relate to new developments in excess of 10 units, but applicable to all new town houses and apartment development irrespective of the number of units.

POLICY MAH 6 In new housing developments provision for children's play area is to be made within the open space reservation to an approximate level of 7.5 square metres per family dwelling and be designed and equipped to the satisfaction of the planning authority.

POLICY MAH 7 The location siting, and design of play spaces must take into account the need to provide safe access, road safety, supervision, the needs to avoid nuisance to residents and should also take into account the needs of children of different ages and sex.

POLICY MAH 8 Where appropriate, play areas should have facilities and access suitable for children with physical challenges and people with prams.

FIFTH SCHEDULE, *contd.*

URBAN ECONOMY

“Mandeville is the major administrative centre in the Parish and as such public sector jobs, and jobs in the service and administrative sectors account for the largest employment of labour. Agriculture also plays an important role in this regard although it is normally domestic crops that are grown.

The mining industry does not contribute significantly to the employed labour force but is significant in the growth and development of the area while Tourism has been contributing more to the economy and employment in this sector and is on the increase.

The sections of the town with high unemployment rates are Dunrobin and the area just north of Three Chains, while the central and surrounding areas have very low rates.

Special attention will have to be given to activities which will diversify the economy and to create more jobs for residents if there is to be a sustained and balanced development of the area. This will most likely be achieved through commerce which has been growing in importance with manufacturing being the sector most likely to spearhead the diversification.

POLICY MAUE 1 Light industries will be allowed in commercial areas as long as they will have no harmful effects on the amenities and infrastructure existing in the locale where they will be established.

POLICY MAUE 2 Small business enterprises may be permitted on land not identified for this purpose if the proposal is for the erection or use of a small building (not exceeding 150 square metres) within the built up area for a purpose which has no significant harmful environmental effects.

POLICY MAUE 3 Commercial type development within the town centre of Mandeville, should meet all specifications as set out by the local planning authority with a plot ratio of 1 and a plot coverage of 50 percent.

SUB-URBAN ECONOMY

To reduce the concentration of commercial activities in, and the number of shopping trips to the town centre and the resultant congestion a number of commercial areas are provided in the sub-urban area. Some of these already have commercial activities and will be developed into small commercial nodes.

POLICY MASUE 1 The establishment and development of small business activities will be encouraged in the commercial nodes which have been identified in the sub-urban areas and shown on the land use maps.

In order to promote the uniformity and consistency of land use in Mandeville some areas along the Spur Tree main road has been zoned for industrial use. The location provides easy access to Kingston and other areas without having to go through the centre of the town.

POLICY MASUE 2 The establishment of light and heavy industrial complexes will be encouraged in the areas such as Hope, Kingsland and Newark, which have been identified on the land use map for this purpose.

FIFTH SCHEDULE, *contd.*

Domestic type agriculture is practiced on a large scale in the sub-urban area of Mandeville and contributes to the economy of the areas in which they are located. This type of activity will be protected and encouraged.

- POLICY MASUE 3 Planning permission will not normally be granted for developments that will result in a loss of agricultural employment and which will help to further restrict the areas economic base.
- POLICY MASUE 4 Agro-industrial development will be supported in areas identified for industrial use and on reclaimed mined out lands where this is possible.
- POLICY MASUE 5 High-tech industries will be supported in areas identified for industrial use and on reclaimed mined out lands where appropriate.

TOURISM

The tourism industry is not vibrant in Mandeville and there are only two hotels and six guest houses in the area. This is probably due to the absence of facilities at the absence of facilities for the sea and sand concept that is at the heart of the Jamaica Tourist Industry. However, as the concept change more tourists are expected to travel to the southern section of the island and the situation in Mandeville should improve significantly based on present friends.

- POLICY MATO 1 New hotels and tourism developments will be supported in areas where these are already located and in other areas where they will not be detrimental to the nature and character of the area.
- POLICY MATO 2 The Village Green area, the Parish Church, the Court House and other sites of historical interest in the town will be preserved as tourist attractions.

SOCIAL AMENITIES

Organized open space is limited in the town of Mandeville. A golf course is within walking distance of the town centre and adjacent to it is a reservation for public open space. However, there are many vacant lots scattered throughout the town which were left as open space reservation in subdivisions as condition of approval. Where possible, these will be handed over to the residents so that they can be developed by them on their own initiative. In the future conditions will be imposed requiring the development of open space by the developers of the scheme in partnership with the lot owner.

- POLICY MASA 1 The planning authority will seek to ensure that undeveloped areas left as open space in residential subdivisions are handed over to the lot owners for development and maintenance on their own initiative.
- POLICY MASA 2 Areas left as amenity spaces in new housing development shall be landscaped and/or otherwise be developed for passive/active recreational purposes by the developer at the time the infrastructure is being implemented.
- POLICY MASA 3 The lands identified adjacent to the golf club (Brooks Park) as public open space shall be developed for the recreational needs of the parish and the Region.

FIFTH SCHEDULE, *contd.*

Whilst recognizing their important contribution to the overall level of recreation provision it is essential that private sports clubs do not cause increased disturbance to people living nearby. This is especially important as some sports club tend to cater for social functions and stay open late at night. Where flood lighting is proposed the local planning authority will impose conditions on use and location to ensure that they do not disturb adjacent residential properties. Areas identified for the use of parks/ playing fields are Old England, Ivernes and Somerset.

POLICY MASA 4 Within areas of primarily residential use, development for recreation and entertainment purposes will not normally be permitted except where it can be shown that the proposed development would be in keeping with the character of the area and would not prove detrimental to the amenities of local residents.

There are signs that effort is being made to maintain the greenery in the original town through the landscaping of the grounds of commercial buildings. To ensure its continuity, all such developments as well as those for high density residential activities will require landscaping plans which will have to be implemented in conjunction with the completion of the building.

POLICY MASA 5 Applications for Town House, Apartment and Commercial Developments in the town area should be accompanied by a landscape plan which is to be implemented in conjunction with the completion of the buildings.

The town has six community centres which are being used for a number of different purposes. They are maintained by citizens and service clubs in the areas in which they are located. It is expected that this trend will continue and will therefore be encouraged.

POLICY MASA 6 Building, and facilities which are being constructed for recreational purposes shall be designed so that they can be used for a wide variety of purposes, such as training centres, multi purpose facilities *et cetera*.

Mandeville is served by one private cemetery and a public one. The latter is now fully utilized and a location has been identified for a new one at May Day which is to be developed when funds become available.

POLICY MASA 7 The lands identified for a new public cemetery at May Day shall be used for that purpose only and any other use will only be allowed after a suitable replacement site is identified and developed.

MINING

Bauxite mining and quarry operations occur within the Mandeville town limits. The mining companies have leases on lands in the eastern, north eastern, southern and south western sections of the town. The exploitation of these minerals therefore have an impact on the environment and economy of the area. Any permission for development in these areas will give due consideration to nuisances that may arise.

POLICY MAM 1 Planning permission will normally be granted for the exploitation of mineral resources as long as it is not deleterious to the environment and where appropriate restoration steps can be undertaken after mining.

FIFTH SCHEDULE, *contd.*

- POLICY MAM 2** Planning permission will not normally be granted for development in areas immediately surrounding mineral deposits or in areas with known mineral deposits which will be required for exploitation on a commercial basis.

ENERGY

Mandeville's central location along the southern corridor of the island's communication network makes it easy to access the Jamaica Public Service Company's transmission grid system. The town's need are met by four sub-stations distributing a total of 53.5 MVA of electricity. The erection of substations and the distribution system need planning permission.

- POLICY MAE 1** In considering applications for substations and electrical distribution systems due consideration will be given to its effect on the environment and the safety of individuals.

WATER SUPPLY

Mandeville receives its public water supply from wells located in Pepper, St.Elizabeth, and Porus located on the border with Clarendon. Given the capacity of the existing sources Mandeville is not adequately supplied with water. The Water Resources Authority advised residents that it is prudent for them to build catchment tanks to supplement the public system in the future.

- POLICY MAWS 1** The construction of rain water catchment tanks will be encouraged in new residential and other developments as a supplement to the public water supply system.

WASTE TREATMENT AND DISPOSAL

SEWAGE DISPOSAL

Mandeville has no central sewage treatment facility that serves the town's need. There are two small plants operated by the National Water Commission and the Manchester Parish Council located in and serving a part of the town's commercial core. These have no scope for expansion to facilitate new developments or even those existing that are not presently served. If higher densities are to be allowed in the town then it will be necessary for developers to install a central collection and disposal system to be installed by the responsible authority.

- POLICY MAWT 1** Consideration will not be given to high density development unless sewage disposal is by means of a central collection and treatment system or a system satisfactory to the Ministry of Health and Environmental Control and the Natural Resources Conservation Authority.

- POLICY MAWT 2** The minimum sewage disposal methods which will be permitted for any development includes but is not limited to:—

- (a) Septic tank and tile field .
- (b) Ventilated improved pit latrine (VIP)
- (c) Any other safe and appropriate waste disposal technology that may be developed at the time.

FIFTH SCHEDULE, *contd.*

WILLIAMSFIELD LOCAL PLANNING AREA

Description

Provision is hereby made for the orderly and progressive development of the Williamsfield Local Planning Area as outlined in the First Schedule and indicated on Map 3.

This area is located in central Manchester and is adjacent to the parish capital Mandeville. It includes sections of Shooters Hill to the north, Hope Pen and Melrose Pen in the south, Bellefield and Melrose Hill in the east and Williamsfield Pen and Hanbury in the west.

Williamsfield population in 1991 was 2800 persons. At a 4.3 per cent growth rate the 2001 population increased to 4251 persons in 2001. It is projected that by 2121 the population will increase to approximately 9867 persons. It has a relatively young population with the 0-24 age group representing a significant proportion (53 per cent) of the population in 2001 and the 65 years old and over 6 per cent. Over the intercensal period (1982-1991) the younger population declined while the older population more than doubled. This remarkable growth was due to Williamsfield becoming a preferred location for retired returning residents. It is characterized as a dormitory town, due to the shortage of most services which cause residents to become almost totally dependent on Mandeville for these amenities.

This area is an important town for the Alcan Mining Operations with the Kirkvine Mining Plant being located here, and to a lesser extent mining activities. Agriculture is also very important ranging from small to large patches of cultivated and grazing lands which are concentrated mostly in the northern communities.

TRANSPORTATION

Public Transportation Centre

In the past Williamsfield was served by taxis which operate from various locations in the town but more so from Hope Village where there is a link to the district of Bellefield and other outlying areas. This use to cause an interruption in the free flow of traffic passing through to and from Kingston as passengers are picked up and set down along the busy thoroughfare without any regard for other motorists. With the opening of the Melrose Bypass the flow of traffic will cease on Melrose and is diverted to the new roadway. This has affected the movement of traffic on the main street in Williamsfield changing the focus from Hope Village to nearer the highway. In order that traffic may continue to flow smoothly along the main street it is essential that a transportation centre be provided in the future especially since the Melrose Bypass will be incorporated in Highway 2000. In this regard it is recommended that a portion of land adjoining the railway station site be used for this purpose.

FIFTH SCHEDULE, *contd.*

- Policy WT 1 The Local Authority will be encouraged to acquire and develop an area of land adjoining the railway station to the east as a transportation centre and parking area with the necessary facilities for public and private motor vehicles.

Vehicular Parking

On site parking facilities as well as loading and unloading bays for the commercial and industrial activities located in the town are limited. There is a need therefore for this deficiency to be addressed since it is dangerous to park on the street. All new developments should provide off street parking facilities for their customers and staff.

- Policy WT 2 Adequate off street parking facilities should be provided on each site to be developed in accordance with the requirements set out in this Development Order.

The Jamaica Railway Corporation line passes through Williamsfield and a station is located in the town. While this section of the line is now only used by Alcan for activities related to the Bauxite Industry there are plans to activate the railway system from Kingston to Montego Bay. When this is done the station should become active especially in the transportation of goods to and from Mandeville and adjacent areas. Adequate parking facilities should therefore be available at the site to accommodate both commercial and passenger motor vehicles.

- Policy WT 3 The Jamaica Railway Corporation will be required to provide adequate parking facilities for both commercial and passenger vehicles on the railway station compound as set out in the Appendix.

Road Network

The road network consists of the main highway (Melrose bypass) from Kingston to Savanna-la-Mar which is located at the edge of the town with one branch passing through the middle of the town to connect to the main road from Kendal and Shooters Hill in the west to Hope Village and Bellefield in the east, several Parish Council roads and tracks. The Melrose bypass is a limited access highway and no developments will be allowed on this road. The other roads are usually very busy and buildings along these should be set back so that there is adequate space to provide sidewalk facilities and parking. Any development along the Parish Council roads and tracks should be set back so that these roads can be widened in the future without any obstacles.

- Policy WT 4 The planning authority will not grant permission for any development which will have a direct access onto the Melrose bypass road.

- Policy WT 5 All developments along the main streets should be set back a minimum of 12.1 metres from the centre line of the roadway to allow for road widening proposals.

FIFTH SCHEDULE, *contd.*

- Policy WT 6 The planning authority will not approve any development along Parish Council road or tracks which is less than 9.1 metres from the centre line of these thoroughfares.

CONSERVATION OF THE NATURAL AND BUILT ENVIRONMENT

Natural Environment

Restored mined out lands is the main landscape feature along the Williamsfield to Mandeville bypass main road. This route is very scenic and should be preserved as much as possible especially from any form of development. At the moment these areas are used for the grazing of cattle and this use should continue.

- Policy WC 1 Mined out reclaimed lands along the Mandeville bypass road/ Winston Jones Highway in the vicinity of Williamsfield will be preserved as a scenic route and no other development except agriculture will be permitted in the area.

The number of households in the Williamsfield local planning area relying on wood and charcoal as cooking fuel has increased over the years. As a result deforestation is increasing especially in agricultural communities where the dependence on this type of fuel is most substantial. Indiscrete farming practices also contribute to the destruction of the vegetation in some areas, without any regard for their impact on the environment.

- Policy WC 2 The local authority will be encouraged to preserve stands of trees and woodlands that are of ecological value by placing them under tree Preservation Orders.

Built Environment

Only one site has been identified by the Jamaica National Heritage Trust as a national monument and this is "the Williamsfield Great House". This is located on the Williamsfield to Mandeville route and is a fine example of local architecture which should be preserved.

- Policy WC3 In order to protect and preserve the unique features of the Williamsfield Great House permission will not be given for any development that would in any way change the character and external design of the building.

HOUSING

The provision of housing has been unable to keep pace with the demand particularly in the low income group. Fortunately this has not lead to any squatting, but instead the erection of additional dwellings on large family lots thereby creating subdivisions. This practice seems to be common in the rural communities including Bellefield and Melrose Hill.

FIFTH SCHEDULE, *contd.*

Those communities in the south closest to Mandeville namely Hanbury and Melrose Pen are desirable location for returning residents. As such the developments in these areas are quite expensive as land prices are high and in turn are out of reach of the majority of residents. In addition, a few resettlement schemes were constructed by Alcan to relocate those who were affected by the bauxite mining operations.

Almost all of the units found within the planning area are detached mainly three bedrooms, single family residences. There are a few multi-family or high density developments such as Town Houses or Apartments.

Policy WH 1 In order to provide affordable housing units for the low income segment of the market service lots and starter units will be encouraged by the planning authority.

With the rapid population increase during the 1991 to 2001 censal period it is assumed that new household formations would increase in similar fashion. Thus it was calculated that roughly 11.6 hectares of land is presently needed and in the next 20 years an additional 108.6 hectares would be required to provide housing. Government owned lands should be used to solve this problem.

Policy WH 2 Sections of government lands at Kendal and Woodlawn shall be reserved for housing, for the low income group; and all developments should conform to the existing character of those now existing in the area.

Williamsfield is faced with many physical constraints, the hilly terrain, bauxite mining activities and agricultural land. As such nodal settlement patterns have evolved. In addition, the town centre is under developed and lacking in some essential services, resulting in residents normally doing less travel than they normally would into the centre for services.

Policy WH 3 Infilling of vacant lots in residential subdivisions will be encouraged in areas in proximity to the town centre, in an effort to ensure maximum use of the amenities available.

Urban Economy

Williamsfield is basically a dormitory town relying heavily on commercial and social services in Mandeville. This has created much strain on the parish's capital infrastructure and amenities. According to the land use survey (June 2001), the major economic generators in the urban core, were a few commercial activities and an agro-industrial processing plant located along the main street.

This has resulted in residents having to travel outside of Williamsfield for work, thus creating the need for an improved employment and stronger economic base within the town.

Policy WUE 1 Small business enterprises with access to the necessary infrastructure will be supported in the urban core by the local planning authority.

FIFTH SCHEDULE, *contd.*

- Policy WUE 2 The old post office building located on the main road from the town centre to Mandeville should be renovated and used for the production and sale of craft and other related items.

Suburban Economy

The Bauxite industry and agriculture accounts for approximately 50 per cent of the land space in Williamsfield. Cattle rearing is a major activity being undertaken on rehabilitated mined out lands and root crops and scotch bonnet peppers are mostly cultivated in the north such as the Bellefield area.

- Policy WSUE 1 Agricultural lands in Bellefield and Melrose Hill in particular will be protected from non-agricultural developments or those that would in any way reduce the agricultural potential of such lands.
- Policy WSUE 2 Permission will not be given for the fragmentation of agricultural lands nor will any such lands be allowed to be developed for non-agricultural purposes, except in extenuating circumstances.

There are not much commercial activities in the outlying sections of the local planning area. There are a few scattered shops along the main road with a few corner shops in some districts. There is also a small shopping centre located at Royal Flat (Mandeville/Williamsfield boundary). The need for these facilities will therefore be treated on an individual basis as the occasion arises.

- Policy WSUE 3 The planning authority will consider applications for shops and other service facilities on an individual basis and grant permission where it is essential to meet the needs of the community.

Social Amenities

The rural character of Williamsfield endows it with a lot of greenery and open space. Despite this there are no formal recreational facilities that can be used for any organized sporting activities. Social services, which are critical to attain and sustain suitable standard of living, and improve the quality of life are lacking. The Local Authority should make provisions identified in Russel Place for sites that can accommodate these activities.

- Policy WSA 1 The local planning authority will encourage the local authority to acquire and develop lands owned by Alcan at Melrose Pen or Hope Pen should be acquired and developed as a Sport Complex, with playfield, and a multi-purpose community centre, which can be used for training-skills.
- Policy WSA 2 The open area located along the main road west of Hope Village is to be retained as such and used for passive recreational purposes and no other development will be allowed on this site.

FIFTH SCHEDULE, *contd.*

The area is urgently in need of a health centre, as residents now have to travel to Mandeville for the services that would be provided in this facility. Lands should therefore be reserved for the establishment of such a facility. Such lands have been identified by the Local Authority in Kendal and Williamsfield.

Policy WSA 3 Lands owned by the Parish Council at Williamsfield proper shall be reserved for the construction of a clinic, to facilitate the existing and future population of the local planning area.

MINING

Williamsfield has an extensive bauxite mining belt stretching from the centre of the planning area to the north west of the area. Although actual mining is on the decline within its boundaries it is still the focus of Alcan Operations. Bauxite mined from other sections of the parish is brought to the Kirkvine Plant for processing.

Presently, the operations are not a threat to surrounding communities as it is in isolation and encircled by greenery enough to break and capture dust or noise, nuisances. Bauxite mining employs a small portion of the labour force accounting for only 11 per cent of those employed. Rehabilitated mined out lands are normally utilized for cattle rearing or for resettlement schemes.

Policy WMI1 Planning permission for any development within the bauxite belt will not be granted by the planning authority if the proposal would have negative effects on mining or other related operations.

Energy Use and Generation

Williamsfield like other parts of Manchester rely solely on the national grid for their electricity, supply. For these reason activities requiring the minimum use of electricity should be encouraged. Scattered settlement patterns should be avoided so that this service can be concentrated in specific communities to reduce development costs.

Policy WE 1 The planning authority will encourage the concentration of developments instead of having them dispersed in an effort to reduce the cost of the provision of electricity services.

Policy WE 2 The planning authority will allow the creation of bio-gas projects to be included in commercial, residential and industrial developments.

WATER SUPPLY

The majority of households within Williamsfield urban limits rely on private water supply from catchment tanks. This will continue to be the main source of water supply for a long time as there are no other options due to the high cost that is associated with the provision of public piped water supply in this area. All developments should therefore be provided with catchment tanks or some means of storing rain water.

FIFTH SCHEDULE, *contd.*

- Policy WS 1 The construction of catchment tanks whether private or communal shall be encouraged to store water for use in developments especially in remote areas where there is limited water supply.

WASTE TREATMENT AND DISPOSAL

Sewage Disposal

The absence of central sewage disposal systems in the parish has resulted in the use of pit latrines and septic tanks and absorption pits. There are no future plans for the construction of a central sewage system in Williamsfield, hence existing method of disposal will continue for sometime yet. However, the pit latrines being used are the traditional ones which are not as safe as the ventilated improved type. In dealing with the applications involving pit latrine, the planning authority will ensure that they are of the ventilated improved type.

- Policy WWT 1 All residential developments should dispose of their sewage by means of septic tank, and tile fields, ventilated improved pit latrines or any other suitable technology that may be developed at the time.

Solid Waste Disposal

Williamsfield has no dump sites, or areas with the unsightly collection of garbage. In the more rural communities garbage are normally burnt or used as mulch hence there is no accumulation. Meanwhile the more modern communities in proximity to Mandeville have efficient garbage collection and disposal facilities with collection being done on a regular basis.

- Policy WWT 2 In all commercial and social activities a receptacle should be built on the premises for storage and disposal of solid waste.

PORUS LOCAL PLANNING AREA

Description

The intention of these guidelines is to provide for the orderly and progressive development of the Porus Local Planning Area as outlined in the First Schedule of this Order as indicated on Map 4.

Porus extends from Coffee Grove in the north to Spring Grove and Redberry in the south. The boundary then stretches easterly to include Trinity and westerly to include Whitney Turn. The town lies on the South Coast route leading, from Kingston to Negril and is one of the stations on the railway line from Kingston to Montego Bay.

In 1991 Porus had approximately 5095 persons, approximately 3.25 per cent of the parish's population. For the intercensal period 1991 to 2001 there was an annual

FIFTH SCHEDULE, *contd.*

population growth rate of only 1.5 per cent which is considered very low when compared to the neighbouring town "Williamsfield" that experienced an annual growth rate of 4.3 per cent. By 2001 the population increased to 5,924. There is a distinct linear growth pattern as a result of the limited flat lands which are surrounded by hilly regions north and south of the main road. As such the majority of the developed area is prone to flooding and natural hazards in times of continuous or heavy rainfall. Agriculture is the major economic activity for this rural town producing mainly citrus, coffee and cash crops.

The narrow roads and sidewalks facilities associated with a high volume of traffic have resulted in conflicts between pedestrian and motorist often leading to accidents.

TRANSPORTATION

Road Network

There is a lot of traffic movement within the boundaries of Porus particularly along the main road which is the major thoroughfare for vehicles travelling the Kingston to Savanna-la-mar route. This has resulted in the highest number of traffic accidents among all the towns in the parish of Manchester being recorded here. There is therefore a need for improved road facilities to be provided for the safety and movement of both pedestrian and motorists. All new developments and proposed extensions should be adequately set back from the roadway to allow for this to be done.

Policy PT 1 All proposed new buildings and extensions along the main street in Porus should be set back a minimum of twelve (12) metres from the centre line of the main road or as dictated by The National Works Agency.

Vehicular Parking

Most of the commercial activities are located along the main street as well with a minimal amount of off street parking facilities. This has often times resulted in a chaotic situation as the vehicles parked along the street obstruct the free movement of those passing through. Business establishment will therefore be required to provide off street parking facilities for their customers as set out in this Development Order.

Policy PT 2 All developments will be required to provide off-street parking facilities in accordance with the requirements in appendix 9 before approval is granted by the planning authority.

Public Transportation Centre

The provision of a transportation centre in the town would provide a location from which public vehicle could operate thereby relieving the traffic situation. To facilitate rail passengers and market vendors this could be ideally situated on the

FIFTH SCHEDULE, *contd.*

Railway Corporation land in the vicinity of the station. A large area would not be necessary as it would not be a terminus for vehicles but rather a point to pick up and set down passengers.

Policy PT 3 A transportation centre should be provided by the relevant authority for public passenger vehicles and commuters on lands suitable for the purpose in the vicinity of the railway station.

HOUSING

As households grow and the population increases the demand for housing rises. There are no housing scheme or land settlements within the limits of the planning area hence housing development is done on an individual basis. The buildings are usually constructed on subdivision lots which are approximately 0.06 hectare in size. Most of the residential activities are concentrated along the main road with scattered settlements in the outlying areas such as Whitney Turn and Berrydale. Approximately fifty six (56) hectares of land will be needed over the next ten (10) years to meet the needs of the local planning area. Most of the existing communities have access to basic services hence where there are large lots infilling can be encouraged to lessen the need for land that will require the necessary infrastructure.

Policy PH 1 Residential developments will be encouraged in areas identified for that purpose on the land use proposals map with lot being a minimum size of 0.06 hectare or as existing in the locality.

Policy PH 2 Infilling will be allowed on vacant lots in developed communities such as Arcadia Pen, Clarks Town, and Trinity as long as the new lot sizes meet the standard requirements for the area.

The need for privacy between residential buildings is of utmost importance especially in the rural area where land is available and people are not accustomed to being close to each other. Buildings should not therefore be located hard against property boundaries where they would become a nuisance to adjoining owners but be adequately spaced out.

Policy PH 3 All new residential developments or extensions should be located at a reasonable distance from property boundaries satisfactory to the local planning authority in order to preserve privacy and provide adequate natural lighting.

Urban Economy

Porus is located on the fringe of the bauxite deposit area and hence no mining activity takes place in close proximity to the town. Although the economic benefits may filter down from the plant at Kirkvine the principal economic generators include, agriculture retail trade and personal services with very little industrial activity. There

FIFTH SCHEDULE, *contd.*

is however, a need to diversify and improve the economic base especially in agriculture and industry where the crops produced can be processed thus creating jobs for a wide cross section of the community. In addition cottage type industries will be encouraged in homes and on vacant lots along the main road.

Policy PUE 1 The local planning authority will give due consideration to the establishment of agro-industrial development at suitable location where the infrastructural facilities are available and where surrounding amenities will not be adversely affected.

Policy PUE 2 Permission will not be granted by the local planning authority for any development that will reduce the agricultural potential or output of an area.

Social Amenities

The people of Porus require certain basic facilities and amenities to enjoy a balanced healthy life style and improve their standard of living.

While there are adequate sports and educational facilities, health facilities are lacking. Notwithstanding the closeness to Mandeville where regional health facilities are located Porus should have facilities to treat emergencies. A health centre is located along the main street but it is not easily accessible and the service is inadequate due to its inability to deal with the increased population. Overtime it will be necessary to establish proper facilities in an easily accessible location, and a site should therefore be reserved for the purpose.

Policy PSA 1 A site at St. Toolis is identified on the land use proposal map for the erection of a health centre and the planning authority will not grant permission for any other type of development on this land.

Although there is a large central open space in Porus local parks are needed in housing areas for children who need to be supervised. The location should be decided after consultation with the local planning authority when the plans are being prepared.

Policy PSA 2 Land for open space is to be reserved in new housing developments at the rate set out in appendix 10, the location being decided upon after consultation with the Local Planning Authority.

Water Supply

Porus receives public water supply from a well located just south of its boundary. However only just over half of its households have water piped into their dwelling while others rely on standpipe. It is observed that piped water supply is more common along the commercial strip and the adjoining residential communities, while the agricultural areas including Coffee Grove, Redbury and Spring Grove rely heavily on standpipe as their only source of water supply. There is no evidence of any catchment tanks in these areas, but it is a source to be encouraged as a "back up system" especially in agricultural areas.

FIFTH SCHEDULE, *contd.*

- Policy PWS 1 The construction of catchment tanks, especially in agricultural areas will be encouraged by the planning authority as a supplement to the public water supply system.

WASTE TREATMENT AND DISPOSAL

Sewage Disposal

Due to the lack of a central sewerage system individual methods of disposal including pit latrines, and septic tanks and absorption pits are commonly used. These methods if not properly constructed will pose serious threat to underground water sources. One of the most vital water source for residents in and around Porus including Mandeville is located south-east of the local planning area boundary, and there are others used by Alcan within the urban limits. Since piped water is not a common service to most households these methods of disposal will remain. Special effort must therefore be taken to ensure that these facilities are properly constructed and meet the required standards.

- Policy PWT 1 The minimum standard that the planning authority will accept for sewage treatment and disposal includes ventilated improved pit latrines, or pit latrines, septic tanks and tile fields as well as any safe and appropriate methods that may be developed in the future.
- Policy PWT 2 The use of pit latrines will only be allowed within 1.5 km or down gradient of the well sites.

CHRISTIANA LOCAL PLANNING AREA

Description

This section of the order makes provision for the orderly and progressive development of the Christiana Local Planning Area as described in the First Schedule as indicated on Map 5.

The boundaries of the area extend from part of Coleyville in the North to a section of Spitzbergen in the South, then Easterly to include Straun Castle and Westerly to include Chudleigh. Other areas such as Spauldings, Clandon, Richmond and Sedburgh fall within the limits.

Christiana is a fast growing town and is next to Mandeville the parish capital with approximately 5 per cent of the Manchester's population. It has an annual growth rate of 1.4 per cent. In 2001 the population was 8276 persons. It is projected that in 2021 the population will be approximately 19209 persons.

Over the intercensal period 1982 to 1991 some communities such as Straun Castle, Clandon, Chudleigh experienced a very high rate of population growth while

FIFTH SCHEDULE, *contd.*

those along the Christiana main road showed a negative population growth rate. This however, could be attributed to the continuous linear growth pattern of the commercial centre which is taking place in this vicinity.

Christiana is located within a predominantly agricultural area with banana, ginger, yam, sweet potatoes and other root crops being cultivated.

There is no evidence of bauxite mining while quarrying is done on a limited basis. The town is very busy in terms of vehicular trips being made in and out on a daily basis.

This has given rise to critical problems regarding the movement of vehicular and pedestrian traffic due to the narrowness of the roads.

TRANSPORTATION

Transportation Centre

Christiana is served by a public transportation centre adjacent to the market. In spite of this, the majority of public passenger vehicles insist on picking up and letting off passengers on the service station property along the main road, thus obstructing the free flow of traffic. The densely developed town allows for little or no parking, and provides little pedestrian facilities. Hence, there is a need to improve the existing transportation facilities. This could be achieved by creating a public car park in the vicinity of the market and regulating access to and from the petrol filling station. The drivers of public passenger vehicles would then be forced to use the transportation centre for the purpose for which it was intended.

Policy CT 1 The local planning authority will support the upgrading of the existing transportation centre by the establishment of a car park on adjoining lands along with the necessary sanitary facilities.

Vehicular Parking

The recently constructed developments within the town have attempted to provide customer parking spaces on their compound. This trend will have to continue if the situation is to be improved. The authorities in approving development applications will therefore ensure that the required standards are conformed to.

Policy CT 2 The planning authority will not grant planning permission for any new development or extension unless parking is provided in accordance with requirements set out in the appendices to this order.

Road Network

Christiana's existing road pattern is insufficient to support its daily activities. The network consists of one major road having a single lane in both directions, two secondary roads and several access roads which are often in poor condition, narrow

FIFTH SCHEDULE, *contd.*

and hilly. These access routes are vital to the transportation of agricultural goods into the town. The pattern can be described as almost spiral having all roads leading directly into the town centre, thus adding to the chaotic situation that already exists. Developments along these roads should be set back so that they can be widened in the future. The Christiana development road is being constructed to alleviate the existing congestion in the town centre and allow for the orderly development and expansion of Christiana.

- Policy CT 3 Thyme Town, Chudleigh, Coleyville, Ticky Ticky, Mollison, Straun Castle roads and the Main Road will need improvement and all developments along the minor roads should be set back a minimum of 9.1 metres from their centre line and the main road 12.1 metres to allow for this.
- Policy CT 4 Development that would defeat the intention and purpose of this road will not be supported by the local planning authority so as to ensure that the present problems with congestion does not recur.

HOUSING

Christiana is the highest ranked town next to Mandeville and as such enjoys a better standard of living than most of the other growth areas in the Parish. However, housing conditions are not as should be expected as in 1991 there was a deficit of approximately 307 units resulting in overcrowding conditions. This was predominant in areas such as Straun Castle, Spring Valley, Mount Prospect and Sedburgh. Although this situation exists, there is no squatting and the deficit is partially made good through the further subdivision of family lots. Despite this action the houses are still well spaced with adequate yard facilities.

Generally, housing development is hampered by the hilly terrain that limits suitable land for this kind of development. In recent times the southern communities including Clandon, Sedburgh and Richmond have become desirable location for returning residents, thus making the provision of housing in these areas for middle and low income earners more costly.

By the year 2015 approximately nine hundred and sixteen (916) units will be needed to house the projected population, and to replace units that will be lost from the existing housing stock. These will have to be provided by both private and governmental agencies in existing subdivisions and on lands reserved for housing development.

- Policy CH 1 In order to provide affordable units and discourage fragmentation of subdivided lands, housing solutions including service lots and starter units will be encouraged by the planning authority.
- Policy CH 2 Re-subdivision of large vacant lots, (infilling) in residential subdivision with infrastructure will be encouraged particularly in Clandon, Sedburgh and Richmond, to allow maximum use of existing facilities.

FIFTH SCHEDULE, *contd.*

- Policy CH 3 Residential developments will be supported by the planning authority in areas where these are already established and where the infrastructure can support additional development especially on the western side.

Urban Economy

This local planning area is well served with commercial and various office activities which are concentrated in the town centre and is now extending in a linear pattern along the Christiana main road. As a result the surrounding areas including Coleyville, Shooters Hill and Mile Gully rely on the goods and services offered here. There is therefore a high employment rate with the majority of jobs being in the service sector. The people experiencing high unemployment are mostly those on the periphery. However this is not due to job shortage but lack of skill and qualifications required for the positions. Industrial activities are visibly lacking in the area and this should be encouraged to provide employment and make use of the agricultural resources available.

- Policy CUE 1 Agro Industrial development will be supported on sites in areas where they are compatible with the surroundings such as Straun Castle and Chudleigh.

Because of the concentration of development in Christiana and the difficulty being experienced in moving around it is necessary that commercial activities be decentralized to ease the situation. A good location in which this could take place is at Sedburg where land is available and it is easily accessible to the population.

- Policy CUE 2 The planning authority will support the establishment of commercial developments at Sedburg in the area shown on the land use proposals map for the purpose.

Sub-Urban Economy

Outside of the township area agriculture plays a vital role to Christiana's economy and trade. This activity represents roughly 62 per cent of the total land space and about 30 per cent of the labour force. The major crops include yams, peas, Irish and sweet potatoes. It is recommended that supplementary activities such as agro processing be developed so as to enhance the economy and at the same time ease the stress placed on the town centre.

- Policy CSUE 1 Planning permission will not be granted for any development that will result in a loss of agricultural lands or lands with agricultural potential.
- Policy CSUE 2 Agro-industry will be supported by the planning authority and the vacant building on the Sedburgh to Spaulding main road is to be used for this purpose.
- Policy CSUE 3 Planning permission will not be granted for the conversion or fragmentation of land settlement lots especially at Chudleigh and Straun Castle into housing units or other non agricultural activities.

FIFTH SCHEDULE, *contd.**Social Amenities*

Christiana as the only sub-regional centre in the parish has the majority of social services that is required of it. However great stress has been placed on these from the surrounding communities where they are not in existence. There is no central open space nor community centre and as such most often the school playing fields or any inconvenient vacant lots are used. There is also no facility that could be used to provide training to residents who need to improve their skills. Hence a community centre including a training centre is an urgent need for this town.

Policy CSA 1 The local planning authority will support the development off lands at suitable location for multipurpose use, such as skill training facilities and other small scale social activities that would be beneficial to community members.

Although the town is a rapidly developing one there is no attempt or evidence of landscaping in the process. Trees planted along the side of the streets and landscaped areas not only beautify the town but also provide shade and relief for the eyes from the glare of the sun. The situation therefore needs to be remedied.

Policy CSA 2 All applications especially commercial and high density residential developments should be accompanied by a landscape plan which is to be implemented as part of the development process.

Policy CSA 3 In all residential developments exceeding 9 lots land is to be left as open space to satisfy the recreational needs of the community in accordance with appendix 10.

In the centre of the town is a public cemetery which is almost filled to capacity and which creates a traffic problem when funerals are in progress. It is recommended that a new site be identified within the LPA or adjoining areas for the establishment of a cemetery which would be landscaped and left as an open area. This would provide the town with much needed green space.

Policy CSA 4 Lands adjoining Mizpah, Spring Ground and Cuba shall be reserved for a public cemetery as shown on the land use plan and the local planning authority will not grant permission for any other form of development on this site.

Mining

The quarrying of limestone for use in block making and other building activities is done at Chudleigh. Since areas close to quarrying operations tend to experience dust and noise pollution care has to be taken in their operation. They also usually leave a visible scar on the landscape which has to be remedied.

Policy CM 1 Where quarrying operations have occurred the rehabilitation or restoration of the quarried area should be undertaken to such a stage where it can be used for other purposes.

FIFTH SCHEDULE, *contd.*

- Policy CM 2 Where quarrying operations leave a scar on the landscape the area is to be re vegetated with quick growing and hardy landscape material.

Energy Generation and Distribution

The demand for electricity has risen considerably in Christiana as more modern housing units are built by the returning residents. In addition the increasing commercial activities place a great stress on the present system. As such emphasis will be placed on encouraging less energy intensive development such as agro-industry, and to discourage scattered settlements to ensure maximum and effective use of the existing electricity supply. The use of energy saving devices such as solar heaters will be encouraged in both residences and business places.

- Policy CE 1 The planning authority will ensure that the design of new buildings take into consideration energy conservation techniques.

Water Supply

Less than half of the households in Christiana is connected to a piped water supply system. A substantial proportion therefore depends on catchment tanks as their source. Due to high cost associated with supplying piped water to dwellings there is no immediate plan to embark on an exercise that will make it available to everyone, in the short term. Householders will therefore have to rely on catchment tanks, until the required system can be implemented.

- Policy CWS 1 The planning authority will not grant permission for any development which does not provide for the construction of a catchment tank or other facility to satisfy water supply requirements.

WASTE TREATMENT AND DISPOSAL

Sewage Disposal

Like all growth centres in Manchester the Christiana local planning area has no central sewerage system and it is unlikely that there will be any in the near future. This is due mainly to the lack of adequate piped water supply system. Liquid waste treatment and disposal will therefore have to rely on improvements to traditional methods. Where water is available the preferred method of disposal will be by septic tank and absorption pits. Where there is no water then house owners will have to resort to ventilated improved pit latrines and ordinary pit latrines. The latter facilities if properly constructed will ensure satisfactory environmental qualities.

FIFTH SCHEDULE, *contd.*

- Policy CWT 1 To ensure safe and sanitary conditions of development the planning authority will approve the disposal of sewage by means of septic tanks and tile fields, ventilated improved pit latrines, pit latrines or any other suitable system that may be developed.

MILE GULLY LOCAL PLANNING AREA

Description

The intention of this section of the Development Order is to make provision for the orderly and progressive development of the Mile Gully Local Planning area as described in the First Schedule and indicated on Map 9.

Mile Gully is located in the extreme north-western section of the parish and in a north-westerly direction of Mandeville. It extends from Grove in the east to Bushy Park in the west and from Greenvale in the north-west to Litchfield in the north-east and embraces villages such as Inglewood and Skull Point.

It is a slow growing town which is rural in nature and which has experienced minimal changes in its traditional living standards over the last ten years. It is also the least populated growth centre in Manchester representing only about one per cent of the parish's population in 1991. In 1991 the population was 1626 persons and by 2001 the population increased to 2134 person a growth rate of 2.75 per cent.

The majority of the population during the inter-censal period was in 0-24 age group and showed a decline in growth while those over 65 years old represented 11 per cent and experienced 2 per cent in growth. Mile Gully is characterized by large properties which are used mainly for cattle rearing and citrus growing. The town centre is a linear commercial strip on the main road from skull Point to Little Ripon and generates very little economic activities.

The Jamaica Railway corporation line and the station which are located here is the highest point on the line from Kingston to Montego Bay.

Public Transportation Centre

Due to the slow growth rate of Mile Gully it is not a town that generates a lot of traffic. However, there is no problem in obtaining transportation to other areas especially Mandeville and Christiana which are served by taxis. The town also has a railway station which was widely used during the period when the railway was active but is now dormant. With the resuscitation of this form of transportation it is expected that life will return to the station.

To ensure that the transportation system is integrated consideration should be given to the location of a transportation centre in the vicinity of the Railway Station. This would provide easy link between users of the various means of transportation, that is, bus, taxis and railway.

FIFTH SCHEDULE, *contd.*

- Policy MGT 1 The planning authority will identify and encourage the development of a parcel of land on the railway compound as transportation centre.

Vehicular Parking

The town has a small linear commercial centre with the older buildings being constructed without any parking provision. However, this has been corrected in the new developments that have taken place, and this trend is expected to continue. All new developments will therefore be required to provide off street parking for customers as set out in the relevant policies and the appendices in this order.

- Policy MGT 2 The planning authority will not grant permission for any new development unless off street parking is provided for customers as set out in appendix 9.

Roads

The main street provides access to towns such as Mandeville, Balaclava and Christiana via Devon. At the moment traffic can flow freely through the town but any increase in the volume will need widening of the roadway. Care should be taken in the location of new buildings to ensure that land is available for this purpose.

- Policy MGT 3 All buildings or permanent structure along the main road should be set back a minimum of 12.2 metres from the centre line of the roadway.

CONSERVATION OF THE NATURAL AND BUILT ENVIRONMENT

Natural Environment

Due to its rural location Mile Gully enjoys a lot of natural vegetation and openness. It has two play fields which are outside of the Town Centre but in a location which makes it easily accessible by the residents. There is a small open area within the centre of the town with sanitary conveniences and this should be landscaped and used for passive recreational purposes. This would enhance the townscape and provide an area of relaxation for shoppers.

- Policy MGC 1 The open space in the commercial centre should be developed as a mini park for passive recreational purposes and related activities and the local planning authority will not grant permission for any other use.

Built Environment

Mile Gully is a town that is steeped in history. It was a petition of the inhabitants of Mile Gully, May Day and Carpenter's Mountains to the Jamaica Assembly in 1814 that created the parish of Manchester. It was also here at "Skull Point" that the head of John Knight the martyr was "set up" as a warning to other slaves not to keep any more meetings for the praise and worship of God.

FIFTH SCHEDULE, *contd.*

There are other historic landmarks such as James Knight's Comfort Hall Stop and Lyndhurst Plantation House Site. The former is where James Knight met with a group on his idyllic escape and the latter the place where he worked as a slave. These are all heritage areas which should be protected for posterity.

Policy MGC 2 Skull Point, James Knight Comfort Hall Stop, Lyndhurst Plantation House site are Historic Landmarks which will be preserved and no permission will be given for any development in these locations before prior consultation with the Jamaica National Heritage Trust.

Along with the historic landmarks are natural heritage sites that need to be protected as well. These include scenic views from many hillocks, outcrops of interesting limestone formation, sinks holes and caves. These sites of interest have to be safe guarded or they will get lost in the onslaught of development.

Policy MGC 3 The planning authority will not grant permission for any development that will obstruct or destroy any outstanding views that would be of national interest.

Policy MGC 4 No development will be supported in the vicinity of sink holes or caves that will be detrimental to their existence.

Policy MGC 5 All hillocks are to be preserved in their natural state and no development will be permitted which will in anyway destroy their unique features.

HOUSING

According to the 2001 Census Mile Gully had the least overcrowding in terms of household units within the Development Order Area. Overcrowding declined by roughly 21 per cent between 1991 and 2001 resulting in a deficit of 34 units. Almost all the units were single family detached representing 99 percent of the housing stock.

Because of the low population growth rate there is also a slow growth in household formation resulting in not many units being required by the end of the planning period. The majority of development activities is therefore expected to be in the form of renovations and expansion of the existing buildings.

Since the area is an agricultural one most of the residential activities are linked with agriculture and future developments should reflect this situation.

Policy MGH 1 All new housing development and extensions to existing buildings should be adequately set back from property boundaries so as not to intrude on the privacy of residents.

FIFTH SCHEDULE, *contd.*

- Policy MGH 2 The planning authority will ensure that the nature and character of new housing development is in keeping with those existing in the surrounding areas.
- Policy MGH 3 The Government land settlement at Green Vale should be used for agricultural purposes and the planning authority will not grant permission for any large scale housing development in this area.

Sub-Urban Economy

The local planning area is one that is endowed with grazing land, citrus and mixed cultivation. Since agriculture is the dominant land use pattern it is also the main economic activity, with most of the employed labour force being absorbed into it.

Some of these lands have deposits of bauxite and are for future mining. Until this takes place the land use proposals will therefore have to ensure that agricultural land is retained for that purpose as much as possible. On completion of the mining operations some of the land can then be used for urban development, while other portions can continue in agriculture.

- Policy MGSUE 1 The removal of land with citrus and pasture to other uses will only be permitted in exceptional circumstances where it can be shown that such removal is unavoidable and necessary for national development or that of the town.
- Policy MGSUE 2 The planning authority will grant permission for the location of agro-industrial enterprises on rehabilitated bauxite or agricultural lands within the urban areas.
- Policy MGSUE 3 Planning permission will not normally be given to developments which will result in the widespread loss of agricultural potential in areas with well developed pasture.

Tourism

Although the town has so many places of interest it has not got a tourist industry. With the development of tourism on the south coast this situation could very well change. Facilities should therefore be in place to accommodate this new activity when the occasion arises.

- Policy MGTO 1 The planning authority will support tourism development in the area especially those activities which will attract local tourists.

Social Amenities

The area is well served with educational and recreational facilities. Recently a community centre and play field was completed which can accommodate most sporting activities. What is lacking however, is a public cemetery, and this situation needs to be addressed as burial now takes place in family plots.

FIFTH SCHEDULE, *contd.*

- Policy MGSA 1 Provision is to be made within the local planning area by the Manchester Parish Council for a public cemetery to satisfy the needs of the community, as well as adjoining areas after full consultation with the Ministry of Health, NRCA and the relevant authorities.

Mining

Mile Gully is located in the area encompassed by Alcan Bauxite Co., Mining lease. There is also some amount of quarrying in the northern section of Greenvale. Safeguards will therefore have to be in place to ensure that there is no adverse effects on residents during and after the extraction process and the bauxite bearing lands are not sterilized.

- Policy MGM 1 Where quarrying occurs the rehabilitation or restoration of mined out pits to a stage where it can be used for other purposes should be undertaken, by the developers.

Water Supply

The majority of the households are without a piped water supply system. Rain catchment tanks and other water collection devices therefore continue to play a vital role in the supply of water to residents. Provision should therefore be made for the collection of water in all new developments.

- Policy MGWS 1 The provision of rain water catchment tanks will be required for developments especially those which are not located in close proximity to a piped water supply system.

WASTE TREATMENT AND DISPOSAL

Solid Waste and Sewage Waste Disposal

The disposal of solid waste is not a problem as most times this is recycled. However, in view of the lack of a piped water supply system the traditional pit latrine continues to be used by a substantial proportion of the households as the means of sewerage disposal. Under the circumstances this is considered to be appropriate, but in order to ensure a healthy environment it is critical that these be constructed in an environmentally sound manner. Where water is available such as from catchment tank, septic tanks and tile fields will be supported.

The disposal of sewerage into sinkholes, depressions and caves will not be encouraged.

- Policy MGWT 1 Developments will be required to dispose of their sewerage by means of:
- (i) Pit latrines or ventilated pit latrines;
 - (ii) Septic tanks and tile fields
 - (iii) Other safe and appropriate waste disposal technology.

FIFTH SCHEDULE, *contd.*

Policy MGWT 2 The disposal of waste into depressions and caves will not be supported by the planning authority.

PRATVILLE LOCAL PLANNING AREA

Description

Provision for the orderly and progressive development of the Pratville Local Planning Area as outlined in the First Schedule, is the intention of this section of the Order indicated on Map 6.

Pratville is located in south-east Manchester, west of Victoria Town and east of Cross Keys. It extends from Manning's Field in the North to Pusey Hill in the south, and from Queen Town and Retrieve in the east to Asia and Hermitage in the west.

In 1991, Pratville accounted for approximately 0.8 per cent of the parish's population. In 1991 the population was 1209 persons and by 2001 the population increased to 1351 persons, with a growth rate of 1.1 per cent. During the intercensal period 1982–1991, the growth centre recorded an annual growth rate of 0.8 per cent, which is considered small when compared to other growth centres in the parish. The slow growth of Pratville is influenced by its location within the JAMALCO/ALPART mining lease belt. The impact of bauxite mining operations along with relocation or resettlements of neighbourhoods have contributed to the small growth rate and population.

Pratville depicts a sparse linear settlement pattern with most of the population being in Pratville proper and Non-pariel. The bulk of the labour force is employed in personal services, and agriculture including fishing. Agricultural activity is widely practiced in the southern and north-western sections of Pratville while the other sections are in scrub and rinate. The main crops produced are cash crops such as potatoes, vegetables, escallion onions and fruit orchards.

TRANSPORTATION

Road Network

The town of Pratville is served by the main road from Spring Plains to Mandeville which passes through and several minor or parochial roads traversing the planning area boundary. Most of the parochial roads are in poor condition and their standard needs to be upgraded since they form the basis for the distribution of agricultural produce from the hinterlands.

Policy PVT 1 All new buildings or other permanent structures should be set back a minimum of 9.1 metres from the centre line of the parish council roads and 12.1 metres from the centre line of the main road to allow for upgrading to the required standards.

FIFTH SCHEDULE, *contd.**Vehicular Parking*

Parking facilities in Pratville are provided on site or on the street. Presently, as a result of the sparse settlement and the low annual growth rate the parking facilities appear to be adequate. However, it is anticipated that the thrust for the development of the South Coast will create pressure on Pratville; hence the provision of parking facilities should be addressed, so as not to cause a problem in the future.

Policy PVT 2 All development shall provide adequate on site parking facilities in accordance with the requirements set out in the appendices in this order.

Transportation Centre

Although Pratville is a small community there is frequent movement of traffic to and from Mandeville. The majority of these vehicles comprise buses and taxis which emanates from the hub of the urban area in the vicinity of the post office. Any increase in these activities will have repercussions on the movement of vehicle within the core. Preventative measures should be taken in this regard and provision made for a transportation centre, with related activities.

Policy PVT 3 A bus and taxi bay including sanitary conveniences shall be constructed on lands identified by the Local Planning Authority for the purpose and the local planning authority will not support any unrelated activity on the site.

HOUSING

Overcrowding is prevalent in Pratville and this situation is expected to continue unless drastic measures are taken to rectify the situation. Although the housing stock increased between 1982 and 1991 this was not sufficient to offset the increase in households during the same period.

Policy PVH 1 The planning authority will approve residential development on lot sizes which are a minimum of 0.1 hectare.

Policy PVH 2 The planning authority will not approve any large scale housing development on lands that can be used for agricultural purposes.

Policy PVH 3 The planning authority will approve a dwelling housing on lots approved for farmsteads.

Urban Economy

The limits of the local planning area is homogenous and should be regarded as an urban area with its economic activities sustained principally from agriculture. This is clearly evident in the southern and western regions of Pratville where cash crops are cultivated and fruit orchards are grown. Although the area produces a lot of vegetables and fruits, there is a problem with marketing which often results in low economic returns. With such a situation steps must be taken to diversify the economic base and increase its buoyancy, through the establishment of other activities.

FIFTH SCHEDULE, *contd.*

Policy PVUE 1 Cottage industries will be supported at suitable locations to diversify the economic base of the area and create forward and backward linkages to the tourism industry within the southern belt of Manchester.

Agricultural activity within the growth centre is affected by bauxite a mining operation which is being conducted by ALPART in collaboration with JAMALCO. To ensure that the agricultural economic base is not eroded, mined out agricultural lands should be restored for agricultural purposes as much as is practicable.

Policy PVUE 2 Mined out bauxite lands in the area should be rehabilitated and used for agriculture pursuits as far as is practicable.

Land of high agricultural potential is to be preserved for productive agricultural use. The gradual intrusion of non agricultural use on agricultural subdivisions with fertile lands will not be entertained. Generally, lands of high and moderate capability are to remain in agriculture except in circumstances which can be justified, to the satisfaction of all relevant agencies.

Policy PVUE 3 Development which will cause a loss of productive agricultural land will not be permitted unless the need for such development is imperative to the health and welfare of the community and cannot be sited elsewhere.

Social Amenities

Pratville lacks the services of a fire station, library and a community centre. However, a post office, a police station and three schools (including a secondary institution) serves the planning area and its environs. Sites will be identified for the facilities lacking so that they can be implemented on a timely basis.

Policy PVS 1 A community centre and vocational training centre along with a book centre library/internet services shall be located on lands identified by the local authority in consultation with the relevant bodies for the purpose and no other development will be permitted at this location unless it's related to this proposal.

Policy PVS 2 The local planning authority shall identify and encourage the development of a parcel of land to house a fire station to serve Pratville and surrounding communities.

Mining

The town of Pratville falls within the ALPART/JAMALCO mining lease area. Widespread and substantial deposits of bauxite ore occur throughout Pratville and it is intended that these should not in any way be rendered incapable of extraction as a result of other developments. Only developments of a temporary nature will be allowed on these lands so that they can be easily relinquished when needed for mining purposes.

FIFTH SCHEDULE, *contd.*

- Policy PVM 1 Only agriculture or development of a temporary nature will be allowed by the planning authority on lands identified for bauxite mining purposes.

When land is owned by several small settlers it makes it more difficult for the Bauxite companies to acquire for mining purposes. In some instances these individuals have to be resettled which makes the process a lengthy and time consuming one. It is much easier to acquire large parcels from fewer individuals and this is the preferred route. Fragmentation of ore bearing lands will be discouraged in areas reserved for mining purposes, to overcome acquisition difficulties.

- Policy PVM 2 Fragmentation of land, especially for non agricultural purposes, will not be allowed by the planning authority in areas with bauxite mining leases.

Established neighbourhoods and settlements that fall within the bauxite lease area should be safeguarded where possible from dust and other nuisances during mining operations. The use of buffer zones would protect local residents by providing physical separation between housing and mining activities. This should be instituted before the start of any operations.

- Policy PVM 3 The bauxite companies should establish a buffer zone between residential neighbourhoods and mining areas before the start of operations.

Water Supply

Pratville, like the rest of the growth centres in Southern Manchester experiences severe water shortage for domestic and agricultural purposes. The use of catchment is the predominant source of water supply which accounted for 44 per cent of the households in 1991 while 18 per cent had water piped into their dwellings. While the situation has improved over that of 1982 it is very unlikely that the system will be such that each household is served with a piped system. Individuals will therefore have to continue making provisions for catching and storing of water.

- Policy PVWS 1 Proposed developments in areas without a reliable piped water supply will be required to construct catchment tanks with adequate capacity to provide for the water supply requirements to fulfill their needs.

WASTE TREATMENT AND DISPOSAL

Sewage Disposal

The use of pit latrines will continue in the area for a long time as the most practical means of sewage disposal. With only 18 per cent of all households in 1991 having access to piped water it is very unlikely that a situation will occur where there can be any large scale conversion to a water-oriented system. In order to ensure that the health and welfare of the community is protected safe standards have to be applied to the construction of pit latrines. While the ordinary ones are acceptable the V.I.P type is much safer and should be promoted.

FIFTH SCHEDULE, *contd.*

- Policy PVW 1 The planning authority will approve developments using any of the recognized methods of sewage disposal.

ALLIGATOR POND LOCAL PLANNING AREA

Description

This section makes provision for the orderly and progressive development of the Alligator Pond Local Planning Area as outlined in the First Schedule and indicated on Map 8.

The area falls within the boundaries of Duff House and Rows Corner in the north, Plowden Hill and Port Mahon in the east, the Caribbean Sea to the south and the parish of St. Elizabeth to the west.

The area has a linear settlement pattern and is sustained principally by fishing. The retail trade/commercial sector is increasing in importance and is concentrated on the main road to the town. Tourism on the south coast has begun to have a significant impact in this town in terms of increased land prices, employment shifts and environmental degradation.

TRANSPORTATION

Road Network

Alligator Pond is served by the historic heritage coastline road network which traverses the proposed Canoe Valley National Park on the South Coast linking areas such as, Milk River in the east, Black River and Santa Cruz in the west and Mandeville in the north.

Due to its coastal location and its hierarchy in the settlement strategy, there is a lot of traffic movement within the town. As the importance of the town grows more traffic will be generated creating the need for wider and improved roads to cope with the additional vehicles which will be generated because of the increase developmental activities.

- Policy APT 1 Buildings should be set back in accordance to the minimum stated in appendix 6. From the centre line of all access roads to and within Alligator Pond.

Transportation Centre

Alligator Pond is served by a number of taxis and buses which ply to Mandeville and to parts of St. Elizabeth. These vehicles operate from various locations in the town since there is no designated transportation centre, causing a problem to the free movement of traffic. The situation needs to be regulated with the provision of a centre in a convenient location. A parcel of land has been identified for this purpose.

FIFTH SCHEDULE, *contd.*

- Policy APT 2 A transportation centre with related facilities shall be developed on lands identified by the local authority to accommodate taxis and other public passenger vehicles.

Vehicular Parking

There is limited on site parking facilities and provision for the loading and unloading of goods within the growth centre of Alligator Pond. This has caused the streets to become congested at times. This problem should be addressed to improve the free flow of traffic and pedestrians.

- Policy APT 3 Proper off street customer parking facilities should be provided for all new developments on each site in accordance with the requirements set out in Appendix 7.

HOUSING

Housing in Alligator Pond is dominated by small units with an average household size of over four persons. The growth of households is also at a faster rate than the growth of housing units creating a situation of overcrowding and informal settlement in the Dunes.

National Housing Trust was the greatest provider of housing in the area and assisted in increasing the housing stock by 19 per cent in the 1982–1991 inter-censal period. To alleviate the present needs a combination of private and public development will be required. Adequate land will be reserved on the land use map for the purpose.

- Policy APH 1 In order to provide affordable housing for the low income segment of the market the planning authority will encourage service lots and starter units in the area zoned for residential purposes.
- Policy APH 2 Special engineering techniques should be instituted in areas subjected to flooding to satisfy the local planning authority and other relevant agencies.

Conservation of the Natural and Built Environment

Sand Dunes are located along sections of the coastline within the Alligator Pond Local Planning Area. Development within these areas can result in the shifting of the Sand Dunes which can impact negatively on the surrounding ecosystem. As such such developments within these areas will be restricted to protect the integrity of the area.

- Policy APC 1 Developments in the Sand Dunes areas will be restricted to only accommodate low intensity type development.

FIFTH SCHEDULE, *contd.**Urban Economy*

Fishing, Tourism and the commercial sector forms the economic base of the study area. Fishing is the primary activity and has given rise to an expanding commercial sector with tourism being on the rise. The sustainable growth of the town therefore depends on Alligator Pond's viability as a fishing centre. Commercial land use is outmatched in terms of dominance by only residential land use. There is no agricultural activity and only scrub lands are in the fringe areas.

- Policy APUE 1 The local planning authority will grant permission for the establishment of commercial development in the urban core to meet the needs of the area.
- Policy APUE 2 Commercial development on lots along the coastline should be of low intensity/low impact eco-friendly temporary single storey building or structures.

Tourism

The planning area is in a location where it should enjoy the benefits of tourism development on the south coast. It has tourism and recreational potential focusing on the beach, the river and the adjoining proposed Canoe Valley National Park. The level of advantage will depend to a large extent on the facilities that are in place to attract visitors. The planning authority will therefore support innovative tourism developments that are compatible with the activities of a fishing beach and that will in no way jeopardize its commercial existence.

- Policy APTO 1 The planning authority will support the development of tourism facilities in the area as long as these are compatible with commercial fishing beach activities.

Social Amenities

Alligator Pond is served by a type III health centre, a post office, junior high school, cemetery, community centre and a police station. The growth centre lacks basic social services such as a fire station, a library and a secondary high school. Lands have been identified for the construction of the facilities and are indicated on the land use map.

- Policy APSA 1 A library/Park centre should be built on lands identified for the purpose on the land use map.

FIFTH SCHEDULE, *contd.*

WASTE TREATMENT AND DISPOSAL

Sewage Disposal

Alligator Pond is a coastal town and as such the disposal of sewage is very important.

Over the last twenty (20) years the water supply system has improved. Although those using water closets outnumbered those in the other categories, those without are of great concern. To ensure a healthy environment the minimum acceptable standard of a VIP pit latrine will be acceptable while the ultimate aim should be to have a water closet in all buildings. The sewage tank capacity of these should be of a size satisfactory to the health authorities.

- Policy APWT 1 The minimum sewage disposal facility that will be acceptable to the local planning authority is a ventilated improved pit latrine (VIP).
- Policy APWT 2 The capacity of sewage tanks in an absorption pit system should be to the satisfaction of the health authorities.

Solid Waste

The disposal of solid waste is just as important as that of sewage. If proper facilities are not provided then the sea will become a dumping ground for all types of garbage. Fly proof receptacles should be placed along the beach and the eating places should provide garbage bins for the purpose.

- Policy AP WT 3 The local planning authority will ensure that proper garbage receptacles that are fly proof and rodent proof are placed at restaurants and all business places in the town and is collected on a regular basis.

NEWPORT LOCAL PLANNING AREA

Description

This section of the order focuses on a local plan which will ensure the orderly and progressive development of lands within the Newport urban boundaries, as set out in the First Schedule and indicated on Map 7.

The area extends from KnockPatrick in the north to Salmon Town in the South and from Blenheim Town in the east to Providence in the west and includes villages such as Dalys Grove, Rudds Corner and Oldbury.

It is a slow growing community having under 3 per cent of the parish's population in 2001. In 1991 the population was 2038 persons and by 2001 it increased to 2495 persons with a growth rate of 2 per cent. This was young with 57 per cent being under 24 years old and 9 per cent being over 65 years old. The population is relatively dense in Newport and Blenheim townships but rather sparse in the other areas.

FIFTH SCHEDULE, *contd.*

Most of the essential social services such as library and secondary school are lacking.

Agriculture is the principal economic activity and is responsible for approximately 30 per cent of the employed labour force. Although Newport is one of the most active mining towns it only contributes a minute portion of the labour force in the industry.

Transportation

Newport is a major thoroughfare for Mandeville and most southern towns in the parish. This encourages constant traffic movements with little or no congestion. However a traffic centre will be necessary in the future to eliminate traffic problems faced by growth centres. Since this is a long term proposal it will be necessary to safeguard the site against any development for other uses.

Policy NPT 1 Lands identified on the land use map for a transportation centre by the local authority shall be developed with related facilities for that purpose.

Road Network

Newport is bisected by a main road running north to south of the town leading from KnockPatrick to Rudds Corner via the town centre. The other sections of the growth centre are inter- connected by minor roads accompanied by a few bauxite haulage roads.

To promote the smooth flow of goods and people via an appropriate road network some of the existing roads will need to be improved in terms of reservation.

Policy NPT 1 Lands should be reserved for the widening of Grove Town, Belenheim Town and Dalys Grove Road by ensuring that buildings are set back an appropriate distance from their centre line.

HOUSING

Newport is a low density town having the more developed communities in the north including KnockPatrick. The lack of housing can be attributed to the lack of water supply and the non-existence of some social facilities.

Policy NPH 1 To prevent illegal subdivision of lands and to provide affordable units housing methods including service lots and shelter units shall be encouraged.

Policy NPH 2 The local planning authority will only approve one family house with apartment facilities on agricultural lots.

FIFTH SCHEDULE, *contd.**Urban Economy*

Although Newport is an active agricultural town the commercial sector employs 42 per cent of the employed labour force at the last census. This is more than the agriculture sector which was responsible for 30 per cent and the construction sector 14 per cent. Bauxite employed a very small percentage although it is the major contributor to the development of Newport in terms of roads and housing construction. A substantial portion of the population is seasonally employed and it is vital that jobs are in place to accommodate them when they are out of work. The agricultural sector should be encouraged to expand and fragmentation of agricultural lands will be discouraged.

- Policy NPUE 1 Commercial expansion will be approved in the commercial core by the planning authority as the need arises.
- Policy NPUE 2 The planning authority will not support the fragmentation of agricultural lands especially where this is not to be used for non-agricultural related activities.

Social Amenities

Apart from vacant land and school play grounds no other organized open space is available for recreational use. As Newport grow and continue to become one of the desired community for housing development the need for play area will be an urgent social need. While certain amount of open space will be left as a requirement in developments, this cannot satisfy the needs of the population. A central area will therefore have to be developed in this regard.

- Policy NPSA 1 Lands identified at Newport shall be developed as a community centre for multi-purpose use including the option of providing educational programmes.

As the demand for land space grows and land price increases lot sizes get smaller. Thus there is little space available to accommodate the traditional family burial plot creating the need for communal land space for a cemetery.

- Policy NPSA 2 The planning authority will ensure that lands identified at Newfield and Snowdon to be developed as a cemetery is developed for the purpose to satisfy the needs of Newport and adjacent areas.

Water Supply

Newport shares the problem of water shortage which is common to the parish of Manchester. In 1991, about 86 per cent of its households relied on catchment tanks

FIFTH SCHEDULE, *contd.*

for domestic and other uses while a small amount used standpipe. For this town to grow and develop the construction of community individual catchment tanks will have to be encouraged.

Policy NPWS 1 All development whether for domestic or business purposes shall be required to construct catchment tanks to enhance water storage.

WASTE TREATMENT AND DISPOSAL

Sewage Disposal

The absence of a central sewage system has lead to the high use of pit latrines throughout the parish. As Newport develops, the demand for a central sewage disposal system increases. However, this is not possible for now or for the near future. As the present methods continue to pose a threat to the existing underground features it is imperative to develop or improve the existing methods of sewage disposal. Households with catchment tanks should use a septic tank and tile field where possible. The size of the tile fields will be dependent on the size of the family and should meet the requirements of the Ministry of Health and Environmental Control.

Policy NPWT 1 The methods of sewage disposal that will be permitted by the planning authority includes:
Septic tank and tile fields;
Ventilated improved pit latrine;
Any other safe and appropriate method that may be developed at the time.

APPENDICES

Appendix 1

Glossary

In these Appendices—

“agriculture” means the cultivation of the soil for any purpose, the breeding and keeping of livestock and pond fish, the keeping of apiaries, the use of land for grazing, meadows, nurseries, the growing of economic fruit trees and the use of land for woodlands where this is ancillary to other agricultural activities;

“amenity area” means an area within a development which is intended for leisure purposes which may include landscaped site area, communal lounges or swimming pools;

“apartment building” means a multi-dwelling building comprising three or more dwelling units with shared entrances and other essential facilities and services and with shared facilities provided for dwelling units;

FIFTH SCHEDULE, *contd.*

- “building line” means a line established from an officially designated centre line or boundary of a street from which all front and street setbacks required under this Order shall be measured and determined;
- “built up area” means land forming part of the urban area which is either developed, committed for development or the subject of a new land allocation in this plan. It is a policy boundary concept rather than what exists and is the area within which the general presumption is in favour of and outside which it is against development;
- “commercial development” means development for the provision or supply of goods or service by wholesale or retail; but does not include a warehouse.
- “countryside” means lands that are outside the built up area.
- “cubic content” means the cubic content of a structure or building measured externally;
- “dwelling house” means a building or part of a building forming a self contained premises designed to be occupied by a single family or household and does not include a building containing one or more flats;
- “density” means the number of habitable rooms that will be allowed per hectare of land;
- “ecological sensitive area” means an area which is vulnerable to natural disasters and human impact;
- “environmental impact assessment” means a study of the environment to detect how a development would impact on the environment in the area in which the development is proposed;
- “facade” means any exterior surface of a building other than the roof;
- “flat” means a separate and self contained premises constructed for use as a dwelling and forming part of a building from some other part of which it is divided horizontally;
- “floor area” means the gross horizontal area measured from the exterior faces of exterior walls or exterior supporting columns for any floor not enclosed by exterior walls together with any floor space provided for mechanical equipment, elevator shafts and stairwells at each floor, other than basement space used as car parking facility;
- “floor area ratio” means the ratio of floor area to land area expressed as a decimal which is determined by dividing the total floor area on a lot by the lot area;
- “Ground Cover” means the amount of ground covered by hard surface development whether or not it is roofed or un roofed, enclosed by walls, or open space used for accommodation or any auxiliary purposes but does not include parking areas.

FIFTH SCHEDULE, *contd.*

- “habitable room” means in residences, any room or space intended primarily for human occupancy other than a kitchen or bathroom; or a storeroom not exceeding 6.5 sq.m.in area, in hotels, hotel bedrooms for guest or staff;
- “industry” means one in which the use carried on involves or is incidental to the making of any article or part of any article or the altering, repairing, ornamenting, finishing, cleaning, washing, packing, canning, or breaking-up or demolition of any article or the extraction or processing of minerals;
- “industry-light” means an industry in which the process is such that it is suitable for location adjacent to or in close proximity to residential development although not necessarily within the area itself;
- “infill” means the development of a vacant site within a substantially developed area in which the bias is to preserve the status quo;
- “landscape plan” means a plan which shows the location, species, and size of all major vegetation to be retained, removed, or planted; as well as all other aspects of “landscaping”;
- “mixed - commercial residential” means a development consisting of a mix of residential, commercial and office activities in which the subordinate commercial and office use is compatible with, and to some extent provides services to the residential development;
- “Non-conforming use” means the use of a building, structure, land or portion thereof which use does not conform with the use regulations designated for the area in which it is located.
- “office” means a place in which clerical and administrative work is undertaken or a place used for transacting business;
- “professional office” means a place used by professionals for the practice of their profession;
- “public open space” means land which is reserved for the use of the public;
- “quarry” shall have the same meaning as in the Quarries Control Act;
- “residential density” in relation to any area, means the number of habitable rooms per hectares and is calculated by adding together all habitable rooms in a selected area and dividing by the acreage;
- “rural areas” mean lands outside the built up area or coastal areas;
- “satellite antenna” means an apparatus designed for transmitting microwave radio energy to satellites or receiving it from them, and includes any mountings or brackets attached to such apparatus;

FIFTH SCHEDULE, *contd.*

- “Storey” means that portion of a building included between the surface of any floor and the surface of the floor next above, or if there is no floor above it, then the space between such floor and the ceiling next above it;
- “strategic gap” means an open area of land where development will be strictly controlled to prevent the coalescence of existing built up areas;
- “studio” means an open multifunctional unit which serves as a living, sleeping and cooking area along with a bathroom (which may or may not be enclosed) and having a maximum floor area of 350 square feet.
- “townhouse” means a one-family two or three storey dwelling in series with a group of two or more such dwellings each located on a separate lot and separated from each other by an adjoining fire wall or walls without opening in such walls;
- “use classes order” means the classes of land use within which certain changes of use may take place without requiring planning permission, as they are deemed not to involve development;
- “warehouse” means a building, or land used temporarily for the purpose of storage or distribution of goods and materials.

APPENDIX 2

List of Urban Communities

The town of Mandeville is not only the Parish Capital but the main regional and administrative centre which provides goods and services to the central area of the island. Christiana which is located to the north of Mandeville is the next most popular commercial centre with Alligator Pond growing in importance as a seaport Town.

Policies have been prepared to guide land use and development in all the centres listed below.

- (a) Alligator Pond;
- (b) Christiana;
- (c) Mandeville;
- (d) Mile Gully;
- (e) Newport;
- (f) Porus;
- (g) Pratville;
- (h) Williamsfield;

FIFTH SCHEDULE, *contd.*

APPENDIX 3

SCHEDULE OF HISTORICAL AND ARCHAEOLOGICAL AND ECOLOGICAL

Sites and Buildings

Historical and Ecological Sites and Building List

Grid reference have been provided where possible, using 1:50,000 metric sheets series 1.

Name	Location	Sheet	Grid References	
			Easting	Northing
Cuckold Point	Cuckold Point	10	195600	132500
Cuckold Point	Cuckold Point	10	194900	132600
Little Bay Cave	Little Bay	—	197500	133200
Rocky Point Old Fort	Alligator Pond	—	193000	133800
Guts River	Guts River	—	200500	134300
Guts River	Guts River	—	200500	134300
Gautiers Bay (Taino)	Gautiers Bay	—	191600	134900
Guts River	Guts River	—	200000	135000
Alligator Hole	Canoe Valley	—	208200	135100
Canoe Valley	Canoe Valley	—	202400	135100
Canoe Valley	Canoe Valley	—	202500	135200
God's Well	God's Well	—	208700	135200
Alligator Pond	Alligator Pond	—	189200	135500
Image Cave	Plowden Hill	—	192700	136200
Gibbs Run	Gibbs Run	—	209400	136400
Gibbs Run	Gibbs Run	—	209300	137000
Duff House (Taino)	Rowes Corner	—	190100	137200
Duff House	Rowes Corner	—	190100	137200
House	Plowden	—	193300	137700
Jewish Cemetery	Rowes Corner	—	190600	137900
Vernacular House	New Broughton	—	190600	137900
New Broughton				
United Church	New Broughton	—	195000	138500
Vernacular House	Broughton	—	194700	138700
St. Luke Anglican	Smith Field	—	198700	138700

FIFTH SCHEDULE, *contd.*APPENDIX 3, *contd.*

Name	Location	Sheet	Grid References	
			Easting	Northing
Grove Town				
United Church	Grove Town	—	200300	138800
Pusey Hill	Pusey Hill	—	206800	138900
Vernacular				
House	Pusey Hill	—	206800	138900
Basic School	Grove Town	—	201300	139000
New Forest				
Great House	New Forest	—	191000	139100
Wigton House	Wigton	—	193700	139400
Mount Forest				
Great House	Mount Forest	—	192400	140500
Carpenter's Mountain	Vicinity of Lewis Field and Carpenter's Mountain	—	199900	141700
Plynlimmon				
Great House	Plynlimmon	—	199600	147400
Brockenhurst				
Great House	Brockenhurst	—	201400	148600
Knockpatrick				
Great House	Knockpatrick	—	196700	148600
Albion Great				
House	Albion	—	197700	150300
Porus (Taino)	Porus	—	206400	150300
Wesley Mount				
Methodist Church	Wesley Mount	—	200200	156400
Williamsfield				
Great House	Williamsfield	—	200400	156900
Grove Place	Grove Place	—	194600	162800
Lyndhrust Great				
House	Lyndhrust	—	193500	162800
Mizpah				
Moravian	Mizpah	—	198700	163200
Police Station	Mile Gully	—	191600	165700
Green Vale	Green Vale	—	191300	166500

FIFTH SCHEDULE, *contd.*

APPENDIX 3, *contd.*

Name	Location	Sheet	Grid References	
			Easting	Northing
Derry Great House	Derry	—	187600	166600
Wards Bay (Taino)	Wards	—	192400	134400
Auchtembeddie (Taino)	Auchtembeddie	—	—	—
New Broughton United Church				

APPENDIX 4

SCHEDULE OF BEACHES ALONG THE MANCHESTER COAST

Location	Type
Gut River	fishing/bathing
Hudson Bay	fishing/bathing
Calabash Bay	fishing/bathing
Wards Bay	fishing/bathing
Alligator Pond	fishing/bathing

NOTE: Although the coastline of Manchester is approximately eleven (11) miles long, public bathing beaches have been identified at only five locations. However, there is considerable extent of beach which when developed will add considerably to the recreational potential of the area.

FIFTH SCHEDULE, *contd.*

APPENDIX 5

MAIN ROAD DEVIATIONS AND NEW

Major Roads

The following improvements and new road alignments have been approved or recommended and will be carried out in due course by the appropriate Road Authority:

Newport:

Grove Town Road, Blenheim Town Road, Dalys Grove Road.

Mandeville:

Manchester Road.

Christiana:

Thyme Town Road, Chudleigh Road, Coleville Road, Mollison Road, Straun Castle, Christiana Main Road.

Pratville:

Pratville Main Road.

Proposed Highway 2000.

These routes will be protected and no development will be permitted which could in anyway obstruct the proposals or make it more costly to Government to implement.

FIFTH SCHEDULE, *contd.*

APPENDIX 6

SCHEDULE OF ROAD STANDARDS

(All measurements in metres)

Type of Road	Total Reservation	Carriage-way	Side Reservation (eachside)			
			Total	Paved	Planted	
(a) Service Roads	9	6	1.5	—	—	Reservation, carriageway, paving and planting may be varied by Local Planning Authority depending on circumstances.
(b) Housing Estate Roads	12	6	3	1.2	1.8	Paving and planting may be varied by Local Planning Authority depending on circumstances.
(c) Main Housing Estate Roads	15	8.5	3.25	1.45	1.8	Paving and planting may be varied by Local Planning Authority depending on circumstances.
(d) Arterial Roads	30	7.5	See special requirements			(2)2.4 shoulders and a median strip, or such requirements as the Local Authority may consider adequate.

FIFTH SCHEDULE, *contd.*APPENDIX 6, *contd.*

Type of Road	Total Reservation	Carriage-way	Side Reservation (eachside)	
			Total	Paved Planted
(e) Arterial Roads where standards of (d) are not required	21	14.6	See special requirements	(2) 3.2 footpaths or such requirements as the Local Planning Authority may consider adequate.

Standard of new roads and improvements to existing roads will be required to comply with the above schedule.

Roads are in four classes:—

- (a) Service Roads: These are used for direct access to individual lots within a residential area or for access to commercial premises.
- (b) Housing Estate Roads: These are intermediate collector roads for traffic generated by service roads.
- (c) Main Housing: These are the main roads within a residential area and would normally be used as bus routes or as denser traffic routes through residential areas.
- Estate Roads:
- (d) Arterial Roads: These are the main roads normally through the city or linking parts of the city.

FIFTH SCHEDULE, *contd.*

APPENDIX 7

PARKING AND LOADING REQUIREMENTS

SCHEDULE OF VEHICLE PARKING REQUIREMENTS WITHIN
SITE BOUNDARIES

Type of Development	Minimum Number of Vehicle Parking Spaces Required
Private Residence (up to two bedrooms)	1 for each individual unit.
Private Residence (over two bedrooms)	2 for each individual unit.
Apartment Buildings and Town Houses	1.25 for each individual unit.
Elderly persons accommodation (Self contained dwellings)	2 per three units.
Elderly persons accommodation (Grouped flat)	1 per three one bedroom units.
Guest Houses	1 for each 2 guest unit plus 1 for each 4.5 square metres of public dining room.
Motels and Hotels	1 for each guest unit plus 1 for each 4.5 square metres of public dining room. 1 coach parking space per 50 bed spaces in hotels.
Villas	1 per 2 bedroom villa 2 per 3 bedroom villa
Hostels for students	1 space for every 4 units plus 1 space per 2 full-time members of staff.
Civic Administration Building, Office	1 for each 20 squares metres of floor area inclusive of store rooms plus 1 space per unit for staff parking where the building is divided into smaller units.

FIFTH SCHEDULE, *contd.*APPENDIX 7, *contd.*

Type of Development	Minimum Number of Vehicle Parking Spaces Required
Museums & Art Galleries	1 space per 30 square metres of public display space.
Shops, Stores, Supermarkets	1 for each 20 square metres of gross floor area inclusive of store-rooms plus 1 space per unit for staff where the building is divided into smaller units. (The same applies to Shopping centres).
Markets	To be assessed individually.
Restaurants	1 for each 4.5 square metres of public dining room.
Take-Away Fast Food Shops	6 spaces per unit, plus 1 for each 4.5 square metres of dining area or public dining room.
Industrial Buildings used for manufacture or storage	1 for each 185 square metres of gross floor area including office space, plus provision for trucks as indicated in Vehicle loading requirements.
Dance Halls, Clubs and Bars	1 space per 2 square metre of public floor area.
Games Buildings Public or Exhibition Halls	2 space per 3 staff members plus 1 space for every 10 square metres of exhibition area.
Cinemas, Concert Halls, Theatre	Town Centre locations, 1 space per 10 seats. Other locations—1 space per 5 seats.
Primary Schools	1 space for every 5 teachers.
Secondary Schools	1 space for every 5 teachers, plus 1 space for every 3 non teaching staff.

FIFTH SCHEDULE. *contd.*APPENDIX 7, *contd.*

Type of Development	Minimum Number of Vehicle Parking Spaces Required
Post Secondary Institutions (Colleges, Universities etc.)	1 space to be provided for every 2 members of staff plus 1 space for every five (5) full-time equivalent students in addition to administration requirements.
Hospitals Clinics/Health Centres	1 space for each 4 beds. 3 spaces for each practitioner.
Group Medical, Veterinary or Dental Practices	2 spaces per practitioner.
Creche, Day Nurseries or Day Care Centre	1 space per 3 staff members plus an area for setting down and picking up of children.
Assembly Halls, Auditoriums, City and Town Halls, Court Houses, Lecture Halls	1 for each 8 seats.
Place of Public Worship or Religious Instruction	1 space per 7 seats plus one parking space for each 4.5 m ² of floor area in assembly rooms with movable seats or 1 space per 10 square metres if no permanent seat is provided.
Petrol Filling Station	5 car parking spaces per service bay plus a minimum of 3 car parking spaces up to a site area of 500 square meters and an additional space for each additional 250 square meters.
Golf Courses	4 spaces per hole.
Tennis/Badminton	4 spaces per court.

FIFTH SCHEDULE, *contd.*APPENDIX 7, *contd.*

<u>Type of Development</u>	<u>Minimum Number of Vehicle Parking Spaces Required</u>
Parking for Disabled	In all parking areas for developments open to the public consisting of 3–19 spaces—at least 1 space; 20 spaces or more—a minimum of 5% of the total number of spaces.
<u>Types of Buildings</u>	<u>Number of Loading or off-loading bays</u>
Shops, Showrooms, Stores, Markets, Hospitals	One for each building up to 930 square metres plus one for each 1850 square metres of floor area in excess of 930 square metres to a total of 3. One for each 930 square metres thereafter.
Industrial Buildings used for manufacture or storage	1 for each building up to 460 square metres of floor area in excess of 460 square metres to a total of 3. One (1) for each 4600 square metres there after.

Note: The design layout and landscaping of parking areas shall be in accordance with the Parking and loading requirements in Appendix 10 and figures 2, 3 and 5 of the Appendices.

FIFTH SCHEDULE, *contd.*

APPENDIX 8

*GUIDELINES FOR THE PROPER SITING AND DESIGN OF PETROL
AND OIL FILLING STATIONS*

1. Stations should be located at a minimum of 152.4m from any public institution such as schools, churches, public libraries, auditoriums, hospitals, public playgrounds, *et cetera*.
2. Area of land to be developed should be sufficient to allow manoeuvring of vehicles within its curtilage but should not be less than 112.0sqm. with a minimum frontage of 91.44m. on the primary street.
3. Filling Stations will not be allowed in any area where traffic situation is such that it will cause obstructions in entering or leaving a station, or on tight curves where visibility is not adequate.
4. Vehicular access or egress or crossover should be reasonably safe with adequate approach distances especially where main roads and intersections are involved.
5. Wherever possible, stations should be erected on level rather than sloping site to prevent rolling of discarded materials such as cans, drums, *et cetera*.
6. When sited in shopping centres, stations should be located in an isolated area of the development as long as planning criteria are met example set back.
7. Environmental impact on streams, lakes, ponds, aquifer, *et cetera*, will be taken into consideration. An Environmental Impact Assessment may be required from the applicant.
8. Buildings are to be located a minimum of 12.20m. from road property boundaries to provide adequate area for manoeuvring of vehicles in the service area.
9. Canopies and supports over pumps and service equipment when located less than 6 m. from interior residential lot lines or building or structure should be constructed of non-combustible material.
10. Petrol pumps shall be located a minimum of 30.48m. from any residential building.
11. No fuel pumps or other mechanical equipment shall be installed so as to permit servicing of motor vehicles standing on a public street or highway.
12. All service areas should be paved to avoid dust nuisance.
13. Exterior design of the building should be compatible with adjacent development and should be such that it is not detrimental to property values in the area.

FIFTH SCHEDULE, *contd.*APPENDIX 8, *contd.*

14. In a residential area a landscaped open area 3.0m wide shall be provided along the rear property boundary and 4.6m wide along the side property boundaries, and be separated from paved area by kerb or other barrier.

15. Where the site adjoins the side of, or rear boundary of a residential lot, a solid wall 3.0m in height should be constructed and maintained along that lot boundary.

16. A raised kerb of at least 15cm in height should be erected along street property lines except for driveway openings so as to prevent operation of vehicles on sidewalks, and to define entrance or exit points.

17. Signs should be in accordance with the advertisement Regulations and should be located so as not to reflect the sun into the face of motorists and should be large enough so that they can be seen from a reasonable distance at a reasonable speed.

18. Each tank shall be vented to the atmosphere outside of buildings by means of an independent vent pipe which should not be less than 3.65m. in height or 0.6m. above the top of the nearest adjacent building.

19. All volatile flammable liquid storage tanks shall be installed below ground.

20. Integral containers of adequate design and capacity should be provided for solid waste, such as discarded cans, bottles, etc.

21. Proper facilities for storage and disposal of used and waste oil and gas must be provided.

22. Waste water from the washing of motor vehicles et cetera and sewage disposal should be to the satisfaction of the Health Authorities.

23. Fuel should be stored in double walled container with leak spillage and over fill detection system to minimised leakage and prevent contamination of ground water and the material of the tank is to be coated to avoid corrosion.

24. A secondary containment should be in place to contain any spills or leakage and should have a volume of not less than a hundred and ten percent of the volume of the tank itself.

25. Normally no access to nor egress from a filling station shall be closer than 45.72m. to any road intersection or sharp corner, or 76.2m. from the intersection of two main roads.

26. Tank access chambers and filling points should be liquid tight to prevent accidental spillage from entering the ground around the installation.

27. The surface around the road tanker discharge area and around the vehicle filling points should be liquid tight, and the area drained to a petrol/oil separator to prevent product from entering off-site drainage systems.

FIFTH SCHEDULE, *contd.*

APPENDIX 9

THE DESIGN OF PARKING FACILITIES

1. The condition governing the design of parking facilities (see figure 3) for enclosed and unenclosed parking is an unobstructed rectangular minimum space of 5.5m x 2.5m for each car, so, however, that—

- (a) where parking is parallel to the kerb, the length of the car parking space shall be increased to 6.7m;
- (b) where a vehicle can overhang the kerb by 0.6m and such overhanging does not seriously limit the use of a sidewalk or other access, the length of the parking space may be reduced to 4.88m;
- (c) where the use of one car parking space is limited on both sides by a wall or column, the unobstructed width (face to face of obstruction) of the parking space shall be 3.0m or if a door opens into the parking space on its long side, 3.36m;
- (d) where the use of one parking space is limited on one side by a wall or column, the unobstructed width (face to face of obstruction) of the parking space shall be 3.0m;
- (e) the minimum width of a parking aisle shall be 5.5m except where parking is provided at a lesser angle to the aisle than 60 degrees and access is one way only, in which case the following aisle width shall apply;

Angle of Parking	—	Minimum Aisle Width
30 degrees	—	3.36m.
45 degrees	—	3.97m.
60 degrees	—	5.48m.

2. In the case of parking garages with columns, care must be taken to ensure proper moving of vehicles and in no case should a column project into a minimum parking space aisle.

3. For parking garages, carports and parking areas, the maximum gradient and the maximum cross slope shall be 1 in 20.

4. In certain types of developments, developers will be required to provide loading and off-loading bays within the curtilage of the site.

5. Each bay shall have an unobstructed rectangular space 6.7m by 3.0m and reasonably vehicular access shall be provided to each bay.

6. The parking provision for disabled drivers should be as indicated in Figure 2.

FIFTH SCHEDULE, *contd.*

APPENDIX 10

RESIDENTIAL DENSITY—STANDARDS AND CONTROLS

Requirements

Residential density is used as a control over the physical intensity and bulk of buildings and indirectly as a control on the number of people living on a particular site. Since the actual occupancy of unit of accommodation is a variable that is dependent upon such factors as tenure, size and mix of units of accommodation density is best expressed in terms of habitable rooms per hectare rather than persons per hectare.

While density is useful in assessing proposals, other requirements such as adequate amenity space, ground cover, floor area ratio, security, privacy and car parking spaces will be taken into consideration. The general appearance of the building, distance to adjacent development and established character of the area will also be considered.

In calculating density all the rooms are regarded as habitable rooms except for kitchen and bathroom, landing stairs, passages and storerooms are also excluded. However, where a room can be subdivided it counts as two habitable rooms for density calculation purposes.

Where the proposal is for a site with an existing building the density of the development should be calculated as follows and shown on the drawings—

- (a) density for the whole site including habitable rooms in the existing building plus the new proposal;
- (b) density for the existing building on its reduced site area;
- (c) density for the new proposal on its new site area.

Low densities may be appropriate for residential development where the site is of irregular shape, the adjacent buildings are low rise, where there are trees or other natural features to be retained, where it is in a conservation area or where another use is involved.

Security

Public safety and security should be given attention in the design, layout and lighting of developments, especially as it affects the needs, of women, children, and the elderly and disabled persons.

Where possible footpaths, play areas, and car parks should be well lit and should be overlooked by habitable rooms or kitchens.

Footpaths should have a clear view through to public areas without any blind corners. Rear access ways to dwellings should be avoided as should access through a block of flats or between houses to other flats.

FIFTH SCHEDULE, *contd.*APPENDIX 10, *contd.*

Play areas should be located so that they can be overlooked from nearby dwellings, but well separated from roads and parking areas; and landscaping should include low shrubs, ground cover and well sited trees to avoid creating hiding places.

Privacy and distance between buildings

Town Houses and apartment buildings require an area of privacy either for the outdoor use of the occupants of a particular unit or to provide privacy from passers-by. This area is known as the privacy zone. The remainder of the open area where no privacy zone is required maybe used for communal pedestrian purposes by the occupants of the project. The yard depth and privacy zone requirements may vary depending upon the form of housing and on the use of the rooms having principal windows overlooking the area.

Each dwelling unit in a horizontal multiple housing shall have one yard area which serves as a private outdoor living area for the occupants. This is normally associated with the living room, but to allow flexibility in design, the private outdoor living area may alternatively be located adjacent to a dinning room, study lounge or a kitchen which is combined with one of the above uses.

A privacy zone should normally not be less that 4.5 metres deep. Outside a window of a habitable room the minimum distance to a wall or building should be 7.5 metres.

Minimum distance between two storey building front (or back) elevation is 10.5 metres with the condition of 20 metres distance to the next two storey building from its opposite back (or front) elevation.

An outdoor area adjacent to a non-habitable room shall have a minimum depth of 1.2 metres plus 0.6 metre for each storey above the storey or partial storey at ground level.

Minimum distance between building in excess of two storeys should be twice the height of the building measured on the side or front (or back) elevation to a maximum of 30 metres. The minimum distance between two end elevations of two apartment buildings should be 1.2 metres plus 0.3 metre for each storey additional to the storey or partial storey at ground level to a maximum of 3.5 metres. This is not applicable if the end elevation has the only window of a habitable room. If so the distance should be a minimum of 7.5 metres. Along either front or back elevations there should be a privacy zone of appropriate length.

For distance between buildings of different heights, the height of the highest one dictates the distance of parking from habitable room windows.

AMENITIES

(i) Single Family Detached Development:

In housing developments, space such as parks, playgrounds and sports fields are needed as part of the public areas. To ensure that this need is satisfied, in

FIFTH SCHEDULE, *contd.*APPENDIX 10, *contd.*

all new residential area in excess of 10 lots usable lands must be reserved for the above community non-residential needs at the minimum rate of one hectare to every one hundred (100) dwelling units. Such land should be landscaped initially and otherwise be developed.

The land reserved for public use should not be pieces left over as unsuitable for development of houses. It is important that the land is on usable ground and also that it is properly located within the neighbourhood so that it can be conveniently used for the required public purpose.

Consideration should also be given to the provision of large open spaces rather than several small ones.

(ii) Multi-Family Development

Space must be set aside for recreational and landscaping purposes different from the land reserved for the building, car parking, driveway areas, foot paths accessory building and ancillary uses where required. This referred to as the amenity area will normally be a portion of the total site, but may also include swimming pools, communal lounges and other areas within the site which, in the judgement of the planning authorities, can be used for general recreational purposes.

The minimum common "amenity area" for each unit should be provided as follows:

- Studio Unit 15 square metres.
- One-Bedroom Unit 30 square metres.
- Two or more Bedroom Unit 60 square metres.

Landscaping

In new residential developments a site plan will be required showing the accurate position of all existing trees and shrubs and those that are proposed to be removed.

Existing trees and shrubs should, where possible be protected during the construction period by exclusionary fences which should be erected before site clearance commences.

The landscaped areas should be laid out before the development is occupied so that they will be ready for maintenance at the time of occupancy.

Applications will not be considered in outline if the development or the area is felt to be environmentally sensitive.

FIFTH SCHEDULE, *contd.*

APPENDIX 11

CAVES OF MANCHESTER

The following have been plotted, where possible, using the 1:50,000 metric sheet series 1.

Name	Location	Sheet	Grid References	
		No.	Easting	Northing
Alligator Church	Alligator Pond	E	52	353
Abbey Cave	Hatfield	D	364	406
Albion	May Day	G	382	402
Allan Marius	Old England	G	388	397
Babylon	Bombay	G	390	443
Banana Ground				
Sink	Banana Ground	G	404	428
Banana Ground				
Sink No. 2	Banana Ground	G	404	428
Bloomfield	Mandeville		365	415
Bombay Sink Hole				
No. 2	Bombay	G	390	440
Bombay Sink Hole				
No. 3	Bombay	G	391	441
Bombay Sink Hole				
No. 4	Bombay	G	393	437
Bombay Sink Hole				
No. 5	Bombay Village	G	392	442
Breeze Hole	Troy	G	338	479
Breeze Hole River		C		
Bunny Hole	Walderston	G	382	446

FIFTH SCHEDULE, *contd.*APPENDIX 11, *contd.*

Name	Location	Sheet	Grid References	
		No.	Easting	Northing
Caledonia Cave	Caledonia	D	375	415
Carpenters Cave	North-west of Spur Tree	D	346	407
Chapman Sink Hole	Penzance	G	384	443
Cobbla Cliff Holes	Cobblers	G	384	452
Coffee River Cave	Auchtembeddie	D	333	476
Devil Hole	Ramble	G	397	403
Doris Villa Cave	Mandeville	D	376	416
Dunrobin No. 1	Mandeville	D	368	408
Dunrobin				

APPENDIX 12

INFORMATION TO BE SUPPLIED WITH SUBDIVISION APPLICATION

Scheme Plan

Every Scheme plan prepared for the purpose of a subdivision shall show—

- (a) the whole of the land being subdivided;
- (b) the type of development and the several allotments and their areas, dimensions, and numbers in sequence;
- (c) the proposed phasing and seeding if any;
- (d) contour lines with respect to residential subdivision especially where the terrain is most uneven and difficult;
- (e) surface water drainage details;
- (f) scale to which the plan is drawn;
- (g) existing roads, reserves, access way and service lanes;
- (h) the layout of the proposed roads and their approximate grades, the proposed reserves, access ways and service lanes;

FIFTH SCHEDULE, *contd.*APPENDIX 12, *contd.*

- (i) all those lands which are either affected by existing easements or to be affected by easements which are created;
- (j) the nature of all easements whether existing or to be created;
- (k) the relationship of the proposed scheme with adjacent land or development whether or not under the control of the applicant or owner;
- (l) such information as suffices to identify any particular road such as names, letters, or numbers; and
- (m) such other particulars as may be required in writing by the local planning authority.

Location Plan

A location plan is to accompany each scheme plan showing the position of the subdivision in such a manner as to facilitate mapping and location on ground. Such a plan should—

- (a) show the nearest places of importance to and from which any road leads;
- (b) show definable and easily recognizable marks on earth together with necessary data such as distance from nearest mile post.

APPENDIX 13

SUBDIVISION ASSESSMENT CRITERIA

The planning authority will take into consideration the following criteria in assessing subdivision applications—

- (a) whether or not closer subdivision or settlement of the land shown on the scheme plan is in the public interest, or the land for any other reason whatsoever is suitable for subdivision or it is premature having regard to the provision of essential engineering and social services;
- (b) if adequate provision has been made for the drainage of any allotment or the disposal of sewage there from;
- (c) if the subdivision would interfere with or render more difficult or costly the carrying out of any public work or scheme of development which is proposed or contemplated by the Government of Jamaica or any local authority;
- (d) if the proposed subdivision conforms to recognised principles of town planning;
- (e) if there is adequate information given concerning the proposed co-ordination with adjacent land and its development and services;

FIFTH SCHEDULE, *contd.*

APPENDIX 14

GUIDELINES FOR HOTEL DEVELOPMENT

Density

The density for hotel development will be calculated on the basis of the number of guest rooms or habitable rooms per hectare. A guest room is a hotel bedroom together with bathroom and all the ancillary accommodation normally necessary in a resort hotel.

Dwelling houses or resort apartments will be based upon the number of habitable rooms per hectare (see definition).

Factors that will be considered in determining the density of a development are:—

The availability of utilities such as water, sewerage facilities, etc.

The availability of good transportation links such as roads.

The amount of beach frontage available.

Whether or not it is prime inland site.

The total area of the site.

Densities for dwelling houses or resort apartments will range from a low of 37.5 habitable rooms per hectare to a high of 75 habitable rooms per hectare along the coastal areas depending on the level of infrastructure available, and a maximum of 75 habitable rooms per hectare inland. The ground cover will range from 15 per cent maximum and the plot ratio 20 per cent.

The density of hotels will range from 18.5 guest rooms per hectare (7.5hra) in environmental sensitive coastal areas to a maximum of 37.5 guest rooms per hectare (15hra) in other coastal and inland areas, depending on the level of infrastructure available.

The ground cover will be 15 per cent maximum and the plot ratio 15 per cent maximum for densities at 18.5 guest room's ph and 20 per cent for both at 37.5 guest rooms per hectare.

Where the proposal is part of another development such as a golf course the density will be calculated over the area that the buildings occupy rather than the total site area.

Access

Access points to hotels should be located so as to minimize turning movements across traffic where possible they should be located on service roads where the volume of traffic is less.

FIFTH SCHEDULE, *contd.*APPENDIX 14, *contd.**Height*

Accommodation located on the beach will not be allowed to exceed three stories in height plus pitched roof if desired subject to a ridge height of 12m (40 ft) above mean sea level. However, in areas where the hotel is to be located on parcels of land exceeding 4.0 hectares in area higher buildings may be allowed. This will depend on the character and design of the building in relationship to the surrounding areas and other material consideration. Only low rise resort development will be encouraged along the undeveloped coastal areas outside of the built up areas.

Setbacks

Setback from the high water mark should be in conformity with the guidelines in figure 4 as the terrain and other conditions along the coast differ. No building should be located within 12 metres of a road boundary and side boundaries should be a minimum of 3.7m for buildings up to three floors. An additional 1.5m is to be added for each extra floor in excess of three floors. This could vary depending on the size and location of the site, the character of the surrounding area and the height of the building.

Parking

This should be on site and conform to the requirements set out in the parking standards in terms of requirements, design and landscaping.

Site Planning Considerations

Development must satisfy the requirements for ground (or plot) cover, plot (or floor) ratio, building height and habitable rooms or guest rooms per hectare whichever is relevant.

The standard for guest rooms per hectare is based on normal space standards for central and ancillary facilities in resort hotels. Where these fall below the normal, adjustments will be made by the planning authorities in the number of guest rooms so that it is in conformity with allowable densities in the area.

The local planning authority may exercise control over issues other than density such as the provision of parking and aesthetic concerns in the processing of applications.

In urban areas hotels should have a minimum lot area of 0.4 hectare of land for fifty (50) rooms; however, outside of urban areas the requirement is expected to be higher.

FIFTH SCHEDULE, *contd.*

APPENDIX 15

ADVERTISEMENT GUIDELINES

The display of advertisements, whether illuminated or not, can have a considerable impact on visual amenities. This is evident along main roads especially in rural areas and on buildings and open spaces in urban areas. This is evident along main roads in rural areas and on buildings and open spaces in urban areas. The local planning authority will therefore pay particular attention to the siting of advertisements to ensure that the character of the country side, individual buildings and streets are not adversely affected. Signs will be controlled in accordance with the Control of Advertisements Regulations 1978.

Applications will be considered in respect of the amenity and public safety and the following guidelines which have been adapted from the Lambeth Draft Unitary Development Plan (1992) will apply:

A General Considerations

1. Regard will be paid to the general characteristics of the locality- existing advertisements in the locality will be disregarded in assessing its general characteristics.
2. Advertisements should respect the scale of the buildings or sites in which they are displayed, together with the surroundings.
3. Displays at high levels will normally be resisted, particularly where they affect long range visibility.
4. Advertisements will be considered in respect of public safety.
5. The painting of walls as advertising space will not be allowed rather, the use of free standing boards will be encouraged where possible.

B Residential Areas

1. Advertising is generally out of place in any predominantly residential locality and will normally not be allowed.

C Commercial Areas

1. All displays must be in scale with the particular building on which they are located and must not conceal any architectural features.
2. A display must not be unduly dominant and the most important criterion will be the overall visual effect upon the entirety of the building and its surroundings.
3. Advertisements must be properly organized and clutter will be resisted.

FIFTH SCHEDULE, *contd.*APPENDIX 15, *contd.***D** *Declared Buildings and Structures*

1. Special consideration will be given to advertisements on or adjoining buildings of architectural or historic interest.
2. Internally illuminated box signs will normally be resisted.

E *Conservation Areas*

1. Advertisements will be expected to preserve or enhance the character of Conservation Areas.
2. Signs should normally be located at fascia level and should not damage original moldings or brackets. Size, design and method of illumination will be carefully controlled.

F *Illumination*

1. Illuminated advertisements will be considered in respect of amenity and public safety.

Public Safety

Regard will be given to possible danger to users and operators of road transport particularly where:—

- (a) The means of illumination is directly visible from the transport system;
 - (b) The color of the signs may cause confusion with traffic signals or other means of direction;
 - (c) Brightness could result in glare, dazzle or distraction;
- (ii) Amenity
- (a) the illumination of advertisements at high levels with long range visibility, will not normally be permitted;
 - (b) flashing or intermittent signs will not normally be permitted.

G *Unauthorized Advertisements and removal of Displays*

The local planning authority will take action to secure the removal of unauthorized displays or advertisements which are being displayed with “deemed consent” where it is satisfied that this is necessary to remedy a substantial injury to the amenity of a locality or a danger to members of the public.

FIFTH SCHEDULE, *contd.*APPENDIX 15, *contd.*H *Hoardings and Poster Boards*

Advertisement hoardings either free-standing or attached to buildings are generally considered to be unacceptable as permanent features of the street scene, as they detract from the townscape. They will normally be resisted unless they can be advantageously used to screen unsightly building sites on a temporary basis pending development.

I *Blinds and Awnings*

1. In conservation areas, permission will only be granted for retractable blinds which have no adverse impact on the street scene.
2. On listed buildings, blinds will only be permitted where they do not adversely affect the architectural or historic interest of the building.
3. Blinds above the first floor sill level will only be permitted in exceptional circumstances.
4. Where blinds are unsuitably designed, mounted or located, the local planning authority will take appropriate action to remove them.
5. Very bright fluorescent, glossy or metallic finish blinds will not be permitted on listed buildings and in conservation areas.

Source: — Lambeth Environmental Services, 1992. Draft Unitary Development Plan, Courtney House, London.

APPENDIX 16

AGRICULTURAL LAND USE CLASSIFICATION SYSTEM

For agricultural purposes land is classified into the following categories related to agricultural use.

Class I

This is land which is level with deep fertile soil and no factors limiting its use for agriculture.

Class II

Land which is suitable for cultivation with moderate limitations such as slope, inter-fill soils or poor drainage.

Class III

Land suitable for cultivation with strong limitations by one or more of the following factors:

- Steepness or slope
- Infertile soils
- Poor drainage

FIFTH SCHEDULE, *contd.*APPENDIX 16, *contd.*

Class IV

Land that is of marginal use for cultivation due to one or more of the factors listed above.

Class V

This is land that is not suitable for cultivation due to adverse soil factors. It is usually steep land that should be used for forestry or fruit trees.

The classification system is of a general nature and in some instances may not be specific enough for detailed planning. Note should also be made of the fact that a classification could be improved by removing one or more limiting factor(s).

Care should therefore be taken in the interpretation of agricultural land use and when in doubt, reference should be made to the Ministry of Agriculture.

FIGURE 1

DENSITY, HEIGHT AND LOT COVERAGE FOR MAJOR LAND USES

Major Use which is specified	Maximum Permissible Floor Area Ratio	Maximum Plot coverage (% of net area)	Maximum Permissible Height (No. of stories above frontage)	Maximum Green Spaces Required within Net Plot Area (%)
RESIDENTIAL (Maximum Habitable Rooms per Hectare)				
Single Family Residential	0.50	50	To be determined by Planning Authority	45
3-75 habitable rooms per ha.	0.33	33 1/3	2	33 1/3
76-125 habitable rooms per ha.	0.50	33 1/3	4	33 1/3
126-250 habitable rooms per ha.	0.66	33 1/3	6	33 1/3
251-375 habitable rooms per ha.	1.00	33 1/3	10	33 1/3

FIFTH SCHEDULE, *contd.*APPENDIX 16, *contd.*

Major Use which is specified	Maximum Permissible Floor Area Ratio	Maximum Plot coverage (% of net area)	Maximum Permissible Height (No. of stories above frontage)	Maximum Green Spaces Required within Net Plot Area (%)
COMMERCIAL				
General Commercial in Business Centres	1.00	50	2	20
OFFICE				
Office in Business Centres	2.00	50	10	20
Office in Other Areas	0.50 or as indicated in the policy Guidelines for the area	33 1/3	2	33 1/3
Industrial	0.50	33 1/3	2	33 1/3
Institutional	0.66	33 1/3	3	50

NOTE

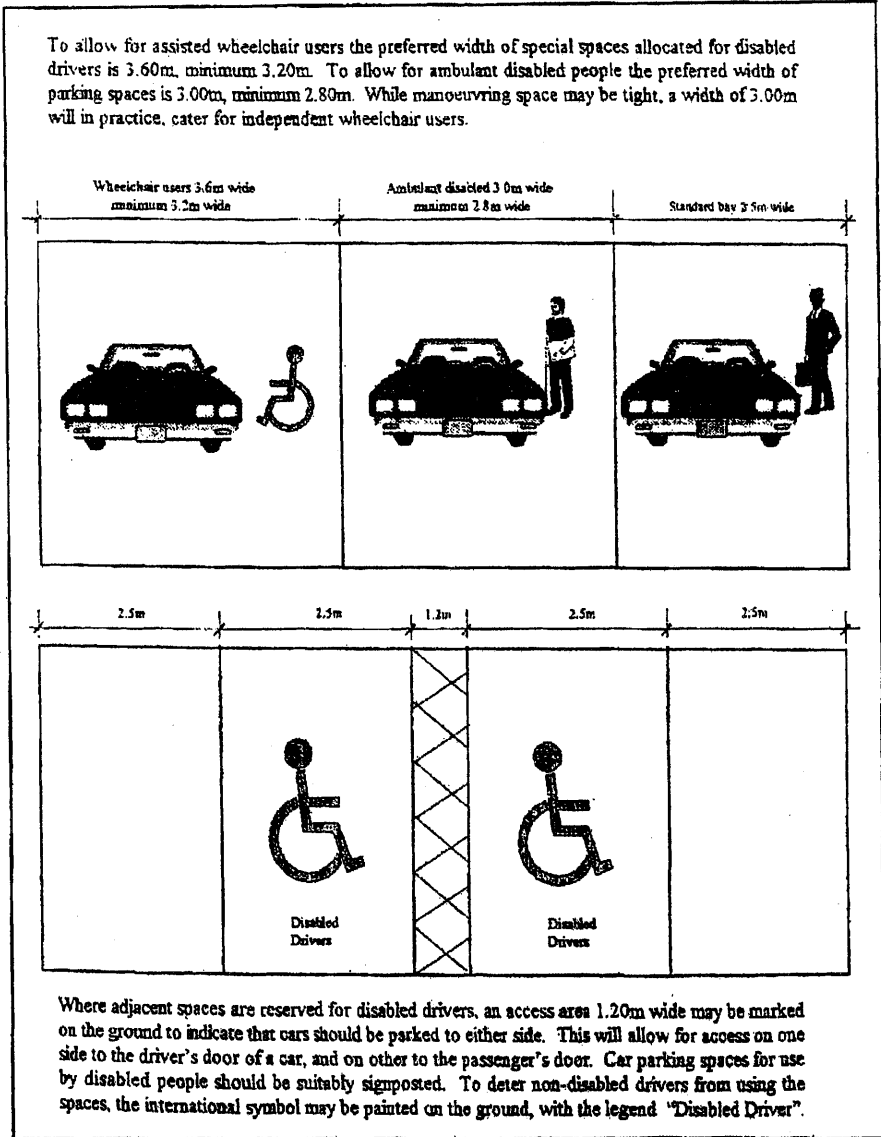
1. Floor area ratio and height of a building will be used to control the quantity of floor space proposed by a development. This is necessary to avoid the over development of a site which could result in excessive strain on the infrastructure in an area.
2. It is not necessary that all the developments should meet the proposed floor area ratio level indicated as this is a maximum and not a minimum.
3. Where a residential and a non-residential use occupy different sections of a site, the floor area ratio and residential density will be calculated in relation to the portion of the site occupied by each.
4. Where both uses are combined in the same building the residential density will be calculated after subtraction of the area needed to accommodate the non-residential development at the normal maximum plot ratio or *vice versa*.
5. The maximum plot coverage for commercial and office buildings located within the Downtown area may be varied by the Planning Authorities.

FIFTH SCHEDULE, *contd.*

APPENDIX 16, *contd.*

FIGURE 2

Parking for Disabled

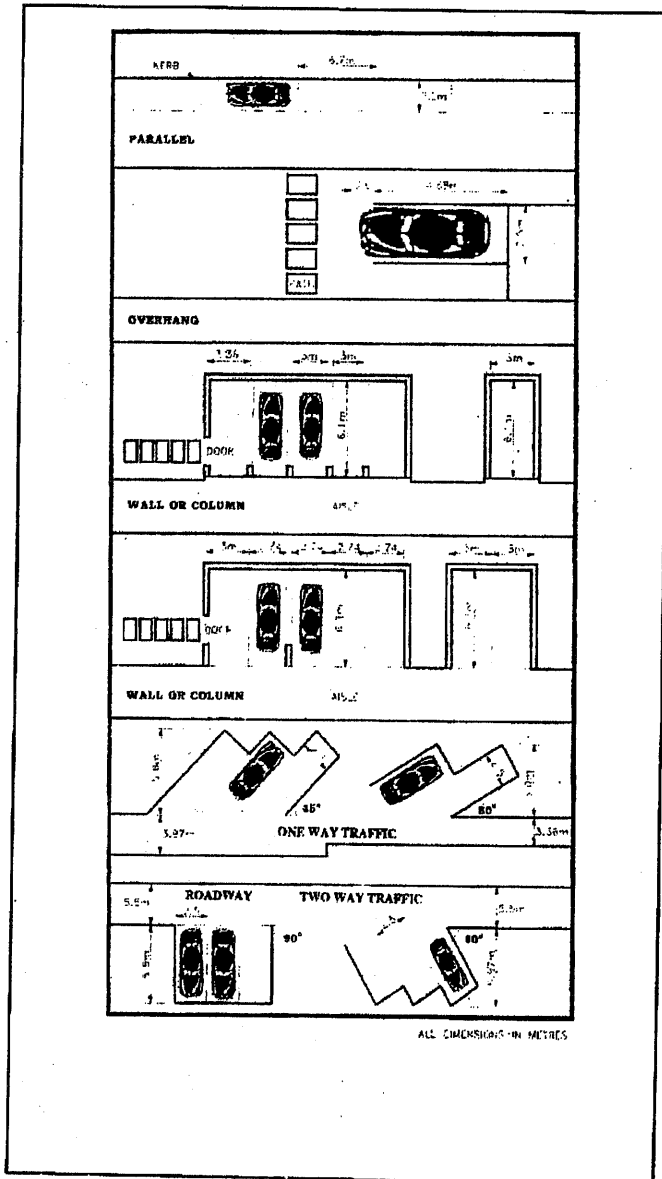


FIFTH SCHEDULE, *contd.*

APPENDIX 16, *contd.*

FIGURE 3

FIFTH SCHEDULE, *contd.* Parking Layout

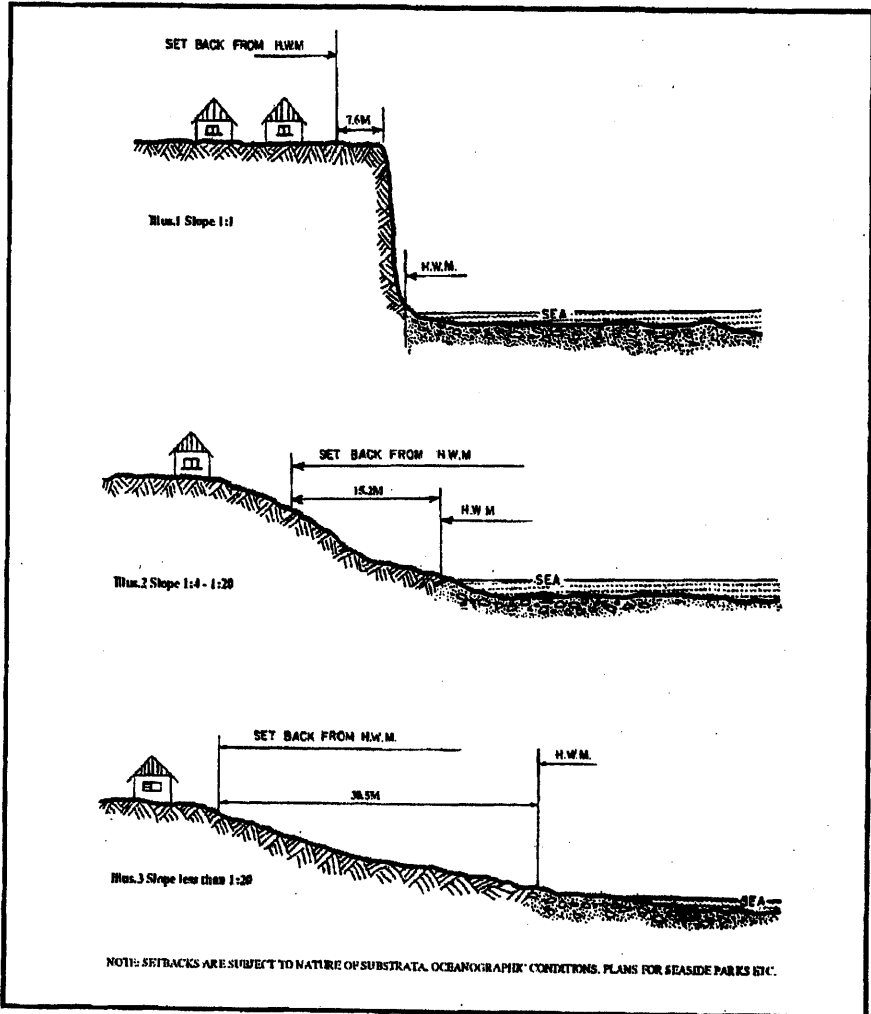


FIFTH SCHEDULE, *contd.*

APPENDIX 16, *contd.*

FIGURE 4

Setbacks from High Watermark



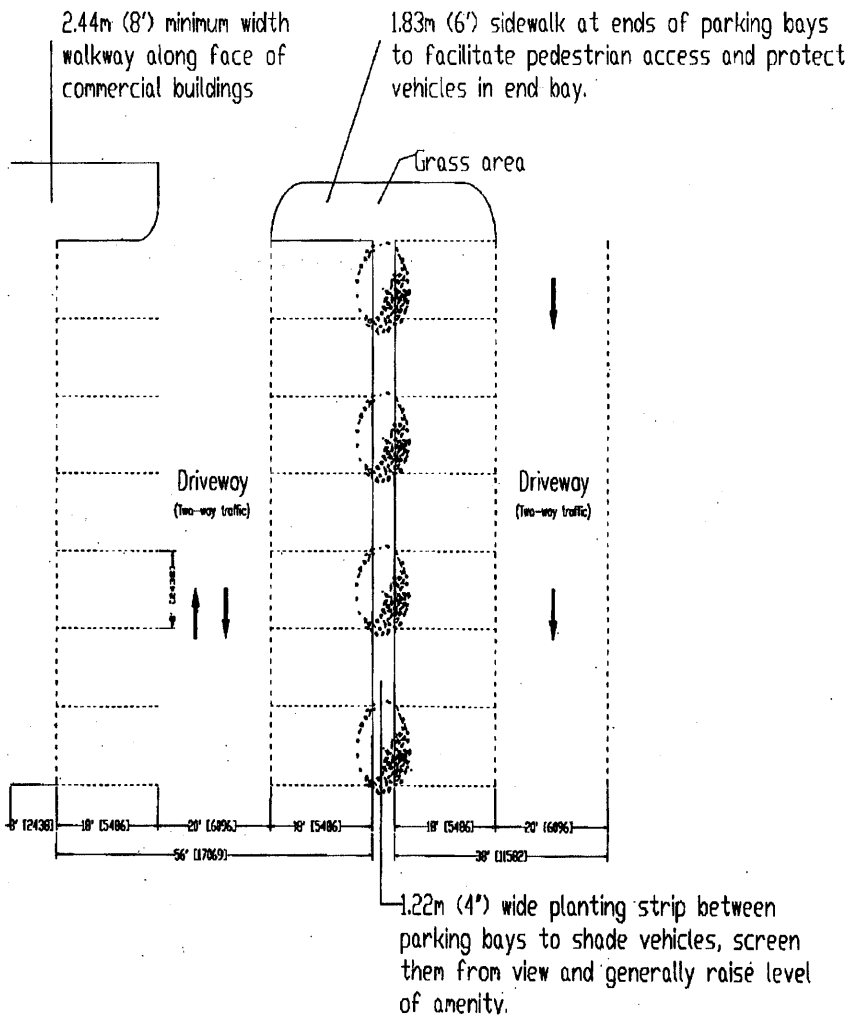
FIFTH SCHEDULE, *contd.*

APPENDIX 16, *contd.*

FIGURE 5

Parking Standards

90 degrees —Angled parking design Showing Landscaping Parking Standards

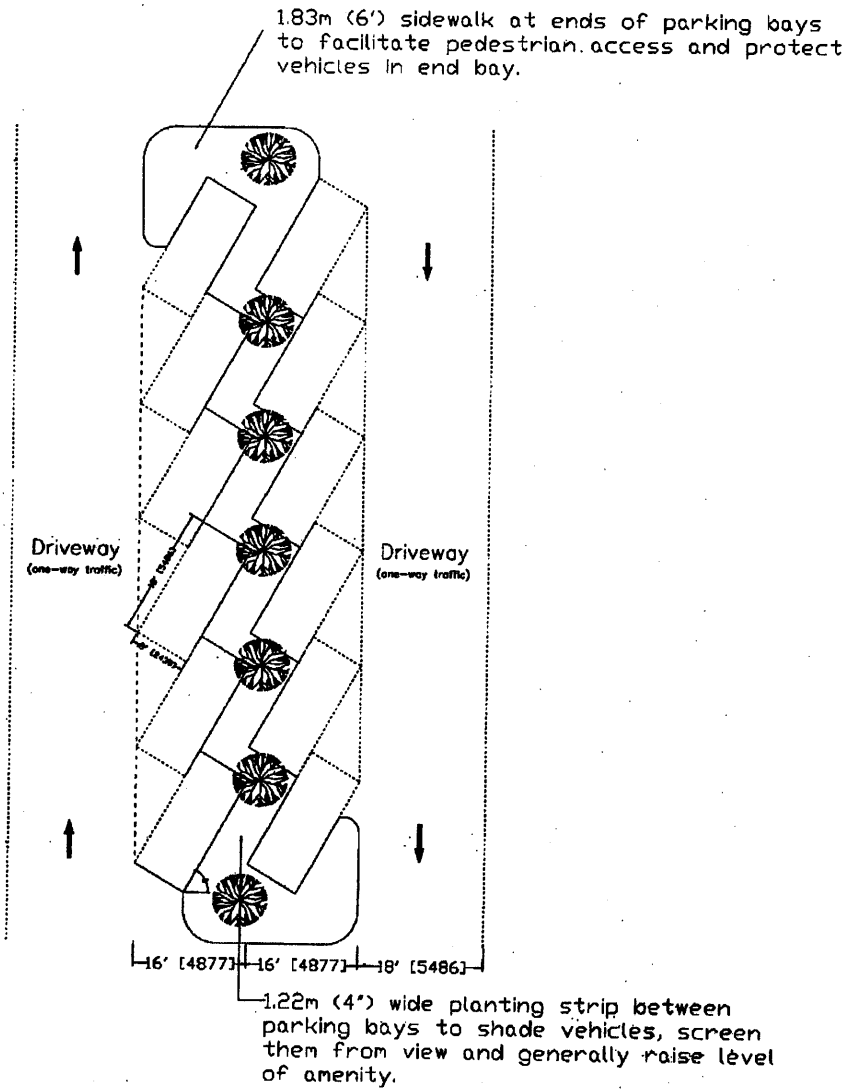


FIFTH SCHEDULE, *contd.*

APPENDIX 16, *contd.*

Parking Standards

60 degrees – Angled parking design (double bay) Showing Landscaping



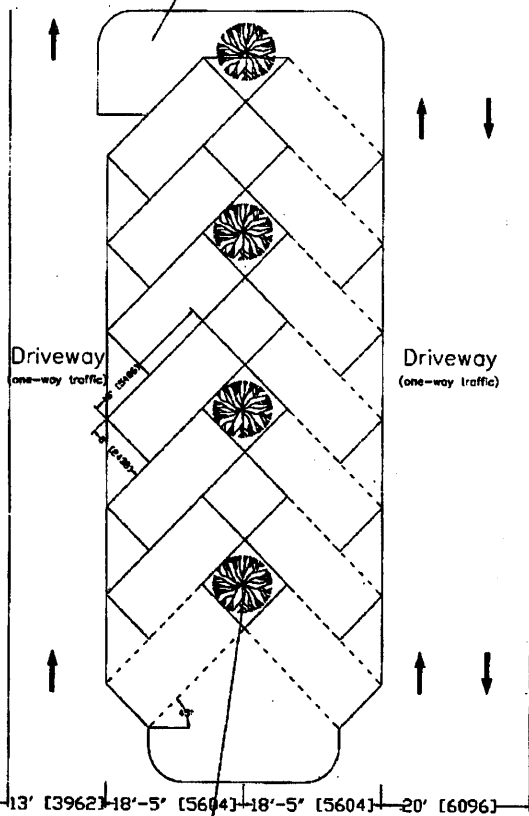
FIFTH SCHEDULE, *contd.*

APPENDIX 16, *contd.*

Parking Standards

45 degrees—Angled parking design (double bay) Showing Landscaping

1.83m (6') sidewalk at ends of parking bays to facilitate pedestrian access and protect vehicles in end bay.



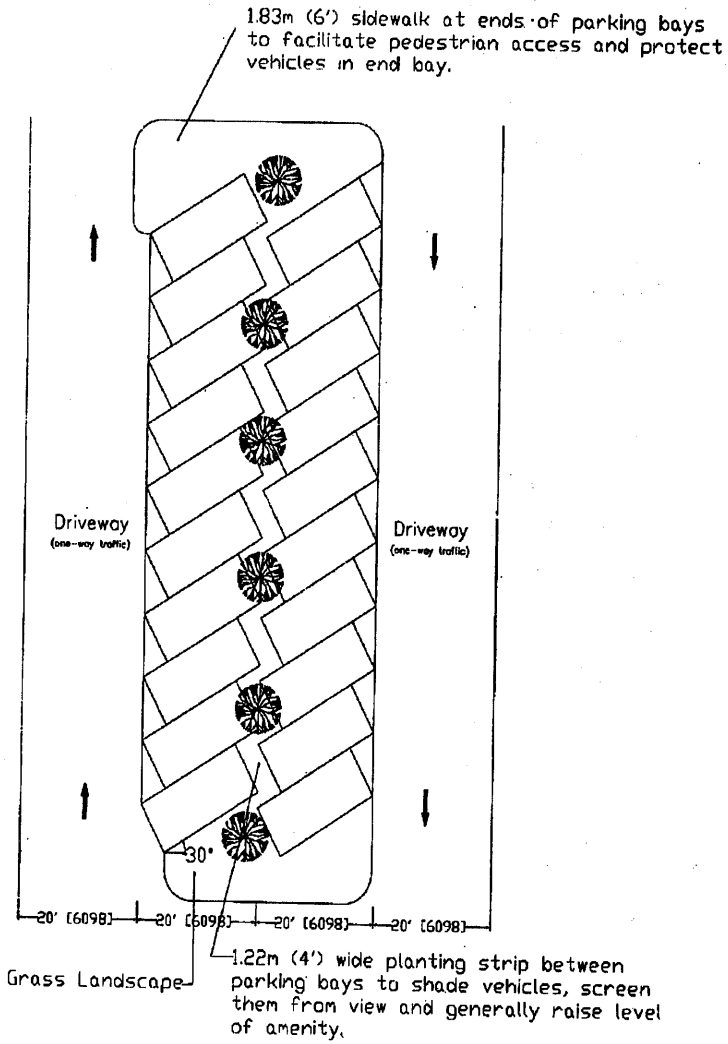
2.44m (8') square planting beds.

FIFTH SCHEDULE, *contd.*

APPENDIX 16, *contd.*

Parking Standards

30 degrees—Angled parking design (double bay) Showing Landscaping



FIFTH SCHEDULE, *contd.*

APPENDIX 17

List of Abbreviations

AP	Alligator Pond Local Planning Area
C	Conservation of the Natural and Built Environment
CA	Control of Advertisements
E	Energy Conservation
GD	General Development Policies
H	Housing
M	Minerals
MA	Mandeville Local Planning Area
MG	Mile Gully Local Planning Area
NP	Newport Local Planning Area
Obj.	Objectives
P	Porus Local Planning Area
PFS	Petrol Filling Station
PV	Pratville Local Planning Area
RAP	Rural Area Policies
RE	Rural Economy
SA	Social Amenities
SE	Sub-Urban Economy
SP	Sectoral Policies
TELE.	Telecommunication
TO	Tourism
T	Transportation and Traffic
UC	Undeveloped Coast
UE	Urban Economy
W	Williamsfield Local Planning Area
WT	Waste Treatment and Disposal

FIFTH SCHEDULE, *contd.*APPENDIX 17, *contd.**Acknowledgements*

The information and data used for the preparation of this order was derived from:

- (a) The National Physical Plan (1978-1998)
- (b) Development and Investment Manual (2007)
- (c) Dictionary of Place—Names in Jamaica (by Inez Knibb Sibley - Inst. of Jamaica 1978)
- (d) The Manchester Sustainable Parish Development Profile (2003)
- (e) The Manchester Local Sustainable Development Plan (2007)

The Town and Country Planning Authority would like to thank the many persons, Organizations, Institutions, Departments and Ministries for their input to this Development Order. Although it is not possible to recognize all contributions special mention is made of the following:—

- (1) Alan G. Fincham; Jamaica Underground- A Register of the Caves of Jamaica.
- (2) Jamaica Information Service; The Handbook of Jamaica for 1964.
- (3) Jamaica National Heritage Trust; 79 Duke St., Kingston.
- (4) Ministry of Agriculture and Lands; The National Minerals Policy (2nd Draft for discussion Purposes, August 2006).
- (5) Ministry of Tourism and Sports; Master Plan for Sustainable Tourism Development.
- (6) Ministry of Labour and Social Security; Statistical Bulletin 2002.
- (7) National Environment And Planning Agency; Development and Investment Manual, Volume 1 Section 1- Planning and Development –Chapter 2.
- (8) National Housing Development Corporation; 13 Caledonia Ave., Kingston 5.
- (9) The National Land Agency; Topographic Base Maps and Land Parcels.
- (10) National Solid Waste Management Authority; 61 Half Way Tree Rd.; Kingston 10.
- (11) Office of the Prime Minister; Development Planning Unit.
- (12) The Parish Council; Manchester.
- (13) The Planning Institute of Jamaica; Economic and Social Survey of Jamaica and various other publications.

FIFTH SCHEDULE, *contd.*APPENDIX 17, *contd.*

- (14) Port Authority of Jamaica; 15 Duke St., Kingston.
- (15) The Manchester Parish Development Committee: The Manchester Sustainable Development Plan.
- (16) The Social Development Commission, Manchester.
- (17) The Statistical Institute of Jamaica (STATIN); Statistical Data (including Enumeration Districts).
- (18) The Town and Country Planning Authority; the Town and Country Planning (Manchester Parish) Development Order, 1974.
- (19) Town Planning Dept.; The Mandeville Development Plan.

Dated at 10 Caledonia Avenue, Kingston 5, this 21st day of March, 2013.

JOHN JUNOR, Chairman,
Town and Country Planning Authority.