



THE  
**JAMAICA GAZETTE**  
**SUPPLEMENT**

PROCLAMATIONS, RULES AND REGULATIONS

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Vol. CXXIII

THURSDAY, JANUARY 20, 2000

No. 2

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No. 3

**THE TOWN AND COUNTRY PLANNING ACT**

THE TOWN AND COUNTRY PLANNING (ST. ANN PARISH)  
PROVISIONAL DEVELOPMENT ORDER (CONFIRMATION NOTIFICATION 1999)

In exercise of the powers conferred upon the Minister by subsection (2) of section 7 of the Town and Country Planning Act, the following notification is hereby given:

1. This notification may be cited as the Town and Country Planning (St. Ann Parish) Provisional Order (Confirmation) Notice, 1999.

2. The Town and Country Planning (St. Ann Parish) Provisional Development Order, 1998 published in the Jamaica Gazette Supplement, Proclamations, Rules and Regulations Vol. CXXI No. 34A dated Thursday, July 2, 1998 is hereby confirmed with the following modifications set out in the Schedule hereto:

## SCHEDULE

*A—Typographical Changes*

1. Under paragraph 2 page 142A<sup>2</sup> the definition of "Protected national heritage" delete the words "the Jamaica National Heritage Trust" and add the words "the Jamaica National Heritage Trust Act".

2. On page 142A<sup>49</sup> Policy C17 at the end of the sentence delete the words "National Heritage Trust Commission" and add the words "Jamaica National Heritage Trust".

*B—Minor Amendments*

1. On page 142A<sup>7</sup> paragraph 14 (1) (d) is amended by adding immediately after the words "preservation scheme" the words "or to sites listed in Appendix 3".

2. On page 142A<sup>47</sup> immediately under the heading "Conservation of the Natural and Built Environment" add the subheading "Nature Conservancy".

3. On page 142A<sup>48</sup> delete the heading "Archaeological Sites and Buildings" and substitute therefor the new heading, "Historical, Archaeological Sites and Buildings".

4. On page 142A<sup>49</sup> in Policy C17 delete the words "containing monuments" immediately after the words "any site" in the first line and in the second line delete the words "National Heritage Trust Commission" after the words "consultation with" and substitute for this the words "Jamaica National Heritage Trust".

5. On page 142A<sup>52</sup> under "Recycling of Waste Water" the third sentence in the fourth line of the first paragraph is amended by adding the words "and water from" immediately after the word "lavatory".

6. On page 142A<sup>76</sup> under "Waste Treatment and Disposal", Policy SWT 2 (1) is amended by adding the words "or tile fields" at the end of the sentence.

7. On page 142A<sup>93</sup> under "Waste Treatment and Disposal" Policy BT WT 1 (i) is amended by adding the words "or tile fields" at the end of the sentence.

8. On page 142A<sup>103</sup> under Appendix 3 delete the heading "Schedule of Historical and Ecological Sites and Buildings" and substitute therefor the new heading "Schedule of Historical, Archaeological and Ecological Sites and Buildings".

9. On page 142A<sup>104</sup> under "Appendix 3 (contd.)" delete the heading "Schedule of Historical and Ecological Sites and Buildings" and substitute therefor the new heading "Schedule of Historical, Archaeological, and Ecological Sites and Buildings".

10. On page 142A<sup>114</sup> Appendix 8 contd. Guidelines for the Proper Siting and Design of Petrol and Oil Filling Stations contd. is amended as follows:



1. by deleting item 23 and substituting therefor the following — fuel should be stored in double walled container with leak, spill and over fill detection system to minimize leakage and prevent contamination of ground water and the material of the tank is to be coated to avoid corrosion.
2. by renumbering item 24 as item 25; and
3. by inserting as item 24 the following:  
A secondary containment should be in place to contain any spills or leakage, and should have a volume of not less than 110 per cent of the volume of the tank itself.

*C—Changes in Map Symbol and Colours*

1. On the St. Ann's Bay Map Inset 1 delete the "red circle" indicating fishing beach at Laughing Waters and substitute therefor a "blue circle" indicating bathing beach.
2. On Runaway Bay Map Inset 24 between grids 212E and 213E and 200N and 201N delete the red and blue circle indicating "fishing and bathing beach" and substitute therefor a "blue circle" indicating bathing beach only.
3. On Runaway Bay Map Inset 14 between grids 212E and 213E and 200N and 201N the map color "green" for conservation land use is to be replaced with the "vertical yellow lines" for resort use as far westerly as the old Parish Council road and northerly between the old main road and the sea to a point where the property boundary of lands registered at Volume 1155 Folio 768 meets the coastline.
4. On Runaway Bay Map Inset 14 between grids 214E and 215E and 200N and 201N place a red and blue circle at the outlet of the Thatch Walk Gully indicating fishing and bathing beach.

*D—New Policy*

5. On page 142A<sup>57</sup> under the heading "New Settlements" immediately following Policy GD 25 add the following:

"Several well established villages occur scattered throughout the parish of St. Ann. Many of these such as Steer Town, Davis Town, Lime Hall, are in areas which do not have any specific land use proposal (white areas), while others are outside. Where such white areas exist in villages or in a built up area such as Mansfield in Ocho Rios they are intended to accommodate future residential development.

*POLICY GD 26*—Planning permission for all new housing development will normally be granted if satisfactory provision has been made for access to appropriate local facilities and services to meet the needs of the likely resident population. If satisfactory provision for access to existing facilities and services cannot be achieved or if this additional use would give rise to problems for the local community a new housing development may be required to make

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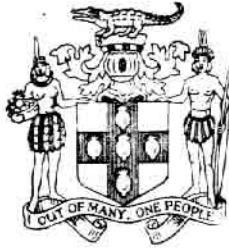
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additional provision within or in association with the proposal”.

Dated this 22nd day of December, 1999.

**EASTON DOUGLAS,**  
Minister of Environment and Housing.

THE TOWN AND COUNTRY PLANNING ACT, 1958



**The Town and Country Planning  
(St. Ann Parish) Provisional  
Development Order, 1998  
Confirmed January, 2000  
ST. ANN PARISH**

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FRIDAY, JULY 17, 1998

No. 35<sup>1</sup>A

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No. 41<sup>1</sup>A

**CORRIGENDUM**

With reference to the Town and Country Planning (St. Ann Parish) Provisional Development Order, 1998, Notice No. 39A, appearing on page 142A<sup>1</sup> of the Jamaica Gazette Supplement Proclamations, Rules and Regulations, dated Thursday, July 2, 1998, the following amendments are hereby made:—

On page 142A<sup>10</sup>, paragraph 22 the numerals "25" should read "23" and on page 142A<sup>11</sup>, the second line in paragraph 23 the numerals "24" should read "22".



THE  
**JAMAICA GAZETTE**  
**SUPPLEMENT**

**PROCLAMATIONS, RULES AND REGULATIONS**

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Vol. CXXI

TUESDAY, AUGUST 4, 1998

No. 39C

No. 49C

**CORRIGENDUM**

With reference to the Town and Country Planning (St. Ann Parish) Provisional Development Order, 1998 published in the Jamaica Gazette Supplement Proclamations, Rules and Regulations, No. 34A, Vol. CXXI on Thursday, July 2, 1998, the following amendments are hereby made:—

1. Page 142A<sup>2</sup> In line 4 under description of Filling Station a comma to be inserted between the word "land" and "building".
2. Page 142A<sup>4</sup> Paragraph 8.—(1) line 2 the word "errect" to be amended to "erect".
3. Page 142A<sup>5</sup> Paragraph 8.—(4) (b) line 1 the word "act" to be amended to read "Act".
4. Page 142A<sup>6</sup> Paragraph 11.—(2) (c) line 2 the word "therefore" to be replaced by "therefor".
5. Page 142A<sup>8</sup> Paragraph 14. —(1)(f)(i) line 2 the word "body" to be replaced by "bodies".
6. Page 142A<sup>8</sup> Paragraph 14. —(2) line 2 the word "make" to be amended to read "makes".
7. Page 142A<sup>9</sup> Paragraph 16.—(1)(e) line 2 the figure "12 (1)" to be replaced by "11 (1)".
8. Page 142A<sup>9</sup> Paragraph 16.—(3) line 1 the word "Appellant" to be replaced by "appellant".



9. Page 142A<sup>9</sup> Paragraph 17.—(1)(a) the word "particularls" to be amended to read "particulars".
10. Page 142A<sup>10</sup> Paragraph 20 line 2 the word "of" between "or" and "sale" to be deleted and the word "for" substituted.
11. Page 142A<sup>10</sup> Paragraph 22 line 1 the figure "25" to be replaced by "23".
12. Page 142A<sup>11</sup> Paragraph 23 line 2 the figure "24" to be replaced by "22".
13. Page 142A<sup>12</sup> Under subhead "Ocho Rios Local Planning Area" in line 3 the word "northeasterly" to be added between the words "then" and "along".
14. Page 142A<sup>14</sup> Under subhead "Moneague Local Planning Area" in line 14 the word "main" between the words "said" and "stone" to be deleted.
15. Page 142A<sup>15</sup> Under subhead "Brown's Town Local Planning Area" line 9 word to be "Corner" instead of "corner".
16. Page 142A<sup>15</sup> Under subhead "Brown's Town Local Planning Area" the word "road" to be inserted between "secondary" and "to" in line 3.
17. Page 142A<sup>16</sup> Under subhead "Bamboo Local Planning Area" in line 12 after the words "(Rickman Drive)" the phrase "thence southerly along PCR No. 39 (Rickman Drive)" to be inserted before the word "for".
18. Page 142A<sup>22</sup> E. 1. (b) (ii) comma to be inserted between "metres" and "whichever".
19. Page 142A<sup>22</sup> E. 1. (c) line 3 "and" to be inserted between "metres" and "any".
20. Page 142A<sup>23</sup> E. 1. (f) line 1 the word "or" between "curtilage" and "a" to be replaced by "of".
21. Page 142A<sup>24</sup> G. 2. (a) line 3 the word "to" be replaced by "of".
22. Page 142A<sup>24</sup> Under "Interpretation of Part I" line 2 the word "attached" to be replaced by "altered".
23. Page 142A<sup>24</sup> A. 1. (c) line 5 the word "errected" to be amended to read "erected".
24. Page 142A<sup>24</sup> A. 1. (c) line 6 the word "ever" to be inserted between "which" and "is".
25. Page 142A<sup>25</sup> Under "Part 3—Development by Local Authorities" A. (ii) line 5 the word "as" to be inserted after "works".
26. Page 142A<sup>25</sup> Under "Part 3—Development by Local Authorities" A. (i) a semi-colon to be inserted between the words "building" and "works".
27. Page 142A<sup>23</sup> A. 2. (iv) (a) line 8 the word "of" between "deposit" and "the" to be replaced by "or".
28. Page 142A<sup>29</sup> A. 2. (2) (b) line 1 the word "accomplished" to be replaced by "accompanied".
29. Page 142A<sup>29</sup> A. 2. (2) (c) (i) line 3 the word "notice" before "a" to be deleted.

30. Page 142A<sup>29</sup> A. 2. (2) (iv) (cc) (i) the following words in line 9-10 to be deleted "leaving the notice in position for carried out".
31. Page 142A<sup>32</sup> B. 3 (b) line 2 the figure "13" to be replaced by "3".
32. Page 142A<sup>34</sup> Line 12 after "or" the following words are to be inserted before altered "the height of the building as extended or".
33. Page 142A<sup>40</sup> Under Minerals in line 2 the words "and rural" to be inserted between the word "urban and the word "economies".
34. Page 142A<sup>40</sup> In sub title "Conservation of Natural and Built in Area" the word "in" to be deleted.
35. Page 142A<sup>41</sup> Under subhead "Growth Areas" in line 7 the word "Tourist" to be "tourist".
36. Page 142A<sup>41</sup> Under subhead "Growth Areas" in line 7 the word "these" between Growth Centres" and "are" to be deleted.
37. Page 142A<sup>41</sup> Under subhead "Growth Areas" in line 7 the word "as" between "boundaries" and shown to be deleted and replaced by "are".
38. Page 142A<sup>42</sup> Under objective 6 in line 2 the word "Archeological" to be replaced by "Archaeological" and the word "Jamaica" to be inserted between "the" and "National".
39. Page 142A<sup>43</sup> Under objective 16 in line 1 the word "Tourist" to be replaced by "tourist".
40. Page 142A<sup>43</sup> Under objective 17 in line 2 the word "Tourist" to be replaced by "tourist".
41. Page 142A<sup>44</sup> Policy T3 in line 2 the word "which" to be inserted between "allowed" and "obstruct".
42. Page 142A<sup>44</sup> Under Policy T5 in line 2 the word "the" to be deleted after "centre line of" and be replaced by "a".
43. Page 142A<sup>44</sup> Under subhead "Vehicle Parking" in line 2 the word "public" to be written "Public".
44. Page 142A<sup>45</sup> In line 2 of the paragraph before Policy T 12 the word "folowing" to be replaced by "following".
45. Page 142A<sup>45</sup> In line 3 of the paragraph before Policy T13 the word "stting" before "down" to be replaced by "setting".
46. Page 142A<sup>45</sup> Policy T 13 the words "shoudl br" in line 1 to be replaced by "should be".
47. Page 142A<sup>45</sup> Policy T 13 the word "shcoolis" in line 1 to be replaced by "schools".
48. Page 142A<sup>45</sup> Policy T 16 in line 3 the word "be" to be inserted between "and" and "designed".
49. Page 142A<sup>46</sup> Under Policy H 8 in line 3 the word "residence" to be replaced by "residents".
50. Page 142A<sup>47</sup> The word "Polciy" before H 12 to be replaced by "Policy".

51. Page 142A<sup>47</sup> The word "Polciy" before C1 to be replaced by "Policy".
52. Page 142A<sup>47</sup> Under Policy C5 in line 3 the word "building" to be replaced by "buildings".
53. Page 142A<sup>49</sup> Policy C25 in line 2 "the" to be inserted between "and" and "design".
54. Page 142A<sup>50</sup> Under heading "Rural economy" line 2 the word "generators" between "economic" and "will" to be replaced by "activities".
55. Page 142A<sup>50</sup> In the first paragraph under the heading "Urban Economy" in line 1 the word "tourist" to be replaced by "tourism".
56. Page 142A<sup>56</sup> In line 2 of the paragraph immediately following Policy GD 12 a comma to be inserted between "height" and "girth".
57. Page 142A<sup>57</sup> Policy GD 25 line 2 the word "the" between the words "in" and "Appendices" to be deleted.
58. Page 142A<sup>60</sup> Policy RA 1 in line 3 the word "lined" to be replaced by "linked".
59. Page 142A<sup>60</sup> Policy RA 3 is to be amended to conclude after the words "established activities".
60. Page 142A<sup>60</sup> The paragraph commencing with "The" and ending with "pasturelands" immediately following policy RA 3 is the rationale to Policies RA 4 – RA 6 and should be read as such and not as a part of Policy RA 3.
61. Page 142A<sup>61</sup> In the paragraph before Policy RA 9 in line 1 the word "as" to be inserted between "such" and "Nine Miles".
62. Page 142A<sup>61</sup> In the paragraph after Policy RA 14 in line 3 the words "Water Supply" to be deleted between "shrub" and "access".
63. Page 142A<sup>62</sup> Policy PFS 2 in line 2 the word "or" between "design" and "the" to be replaced by "of".
64. Page 142A<sup>64</sup> Policy OT 8 in line 2 the word "provision" to be inserted before the word "where".
65. Page 142A<sup>67</sup> Policy OH 2 (a) line 1 the word "of" between "core" and "that" to be replaced by the word "in".
66. Page 142A<sup>69</sup> Policy OE 1 in line 1 a comma to be inserted after "Mansfield".
67. Page 142A<sup>69</sup> Policy OE 1 in line 1 the word "Close" to be replaced by "close".
68. Page 142A<sup>70</sup> Policy ST 2 in line 6 the phrase "or from" to be inserted before "the".
69. Page 142A<sup>70</sup> In line 1 of the paragraph under the heading entitled "Parking" the words "in" and "adequate" after "and" to be replaced by the word "inadequate".
70. Page 142A<sup>72</sup> In lines 1, 2 and 3 of the first paragraph the word "subarea" to be replaced by "area".

71. Page 142A<sup>72</sup> In line 1 of the paragraph under the heading "Tourism" the word "development" to be replaced by "developments".
72. Page 142A<sup>73</sup> In line 4 of the first paragraph the word "area" between "Steer Town" and "which" to be replaced by "areas".
73. Page 142A<sup>73</sup> In line 4 of the first paragraph the word "increased" to be replaced by "increase".
74. Page 142A<sup>74</sup> In line 5 of the first paragraph the word "lacks" to be replaced by "lack".
75. Page 142A<sup>74</sup> In line 3 of the first paragraph after Policy SH 1 the word "road" to be replaced by "Road".
76. Page 142A<sup>76</sup> Policy SWT 2 (iii) line 1 the word "many" to be replaced by "may".
77. Page 142A<sup>76</sup> Under Subhead "Proposals for Discovery Bay Local Planning Area Transportation" the word "Transportation" to be removed from Subhead and placed in a separate line by itself immediately below.
78. Page 142A<sup>78</sup> In line 3 of the paragraph under Subhead "Urban economy" the word "on" between "instability" and "the" to be replaced by "of".
79. Page 142A<sup>80</sup> Policy CVT to be replaced by Policy CVT 1.
80. Page 142A<sup>80</sup> In line 4 of the paragraph under Subhead "Conservation" the word "a" to be inserted between "via" and "sinkhole".
81. Page 142A<sup>80</sup> Policy CVC 1 in line 2 the word "areas" to be replaced by "area's".
82. Page 142A<sup>81</sup> Policy CVWD 1 to be replaced by CVWT 1.
83. Page 142A<sup>81</sup> Under subhead "Public Transportation Centre" in line 3 the word "creat" to be replaced by "create".
84. Page 142A<sup>81</sup> In line 3 of the paragraph under Subhead "Public Transportation Centre" the word "includng" to be replaced by "including".
85. Page 142A<sup>82</sup> Policy AC 2 line 1 the word "reforestation" to be replaced by "reafforestation".
86. Page 142A<sup>82</sup> In line 3 of the paragraph under subhead "Rural Economy" the word "places" after "areas" to be deleted.
87. Page 142A<sup>83</sup> In the subhead "Proposals for Moneague Local Planning Area Transportation" the word "Transportation" to be deleted from the Subhead and placed in a separate line by itself immediately below.
88. Page 142A<sup>85</sup> In line 2 of the paragraph after the Subhead "Housing" the word "of" to be inserted between "needs" and "individuals".
89. Page 142A<sup>86</sup> Policy MH 4 line 2 the word "moneague" to be replaced by "Moneague".
90. Page 142A<sup>86</sup> Policies "MSE 1" and "MSE 2" to be replaced by "MRE 1" and "MRE 2" respectively.

91. Page 142A<sup>87</sup> line 6 a comma to be inserted between "commercial" and "services".
92. Page 142A<sup>87</sup> In the subhead "Proposals For The Claremont Local Planning Area Transportation" the word "Transportation" to be deleted from the subhead and placed in a separate line by itself immediately below.
93. Page 142A<sup>88</sup> Policy CRE 1 line 2 the word "which" between "developments" and "will" to be deleted.
94. Page 142A<sup>90</sup> In the paragraph after the Subhead "Water Supply" the phrase "Water Supply" in line 1 to be replaced by "water supply".
95. Page 142A<sup>92</sup> Policies "BTSE 1" and "BTSE 2" under the subhead "Social Amenities" to be replaced by policies "BTSA 1" and "BTSA 2" respectively.
96. Page 142A<sup>93</sup> In the Subhead "Proposals for the Bamboo Local Planning Area Transportation" the word "Transportation" to be deleted from the Subhead and placed in a line by itself immediately below.
97. Page 142A<sup>99</sup> In line 2 of the paragraph under the Subhead "Rural Economy" the word "where" between "places" and "pasture" to be replaced by "with".
98. Page 142A<sup>100</sup> In line 5 of the definition of "built up area" the word "developed" to be replaced by "development".
99. Page 142A<sup>101</sup> In line 4 of the definition of "Industry" the word "porcessing" to be replaced by "processing".
100. Page 142A<sup>102</sup> In line 3 of the definition of "townhouse" the word "odjoining" to be replaced by "adjoining".
101. Page 142A<sup>105</sup> Under the column for location of Spanish Cellar and Trench beside "Windsor" add the words "St. Ann's Bay".
102. Page 142A<sup>105</sup> Where brackets occur around the names of sites or buildings on this page these brackets should be deleted.
103. Page 142A<sup>105</sup> The words "St. Ann's Bay" below the words "Marcus Garvey Statue" to be shifted and placed beside "Parish Library" in the location column.
104. Page 142A<sup>105</sup> from the phrase "Windsor Great House Park Great" delete the words "Park" and "Great".
105. Page 142A<sup>105</sup> Delete the word "Greenwich" in the location column for Windsor Great House before the words "St. Ann's Bay" and replace with the word "Windsor".
106. Page 142A<sup>106</sup> Where brackets occur on this page around the names of sites or buildings these brackets should be deleted.
107. Page 142A<sup>106</sup> The word "Eccleston" in the phrase "Eccleston at Aboukir" to be replaced by "Eccleston".
108. Page 142A<sup>107</sup> "Roaring River Great House and Servants Workers-and Quarters" to be amended to read "Roaring River Great House and Servants and Workers Quarters".

109. Page 142A<sup>107</sup> In appendix 4 the word "Pear Tree Botttom" to be amended to read "Pear Tree Bottom".
110. Page 142A<sup>108</sup> Under Appendix 5 the phrase "Major Roads" to be shifted upward and placed beside "New".
111. Page 142A<sup>109</sup> In Appendix 6 the phrase "by service roads" under (b) "Housing Estate Roads" to be shifted upward in the same line with "generated".
112. Page 142A<sup>109</sup> In Appendix 6 under (c) Main Housing Estate Roads the remainder of the sentence after "would" to be shifted upward in the same line with "would".
113. Page 142A<sup>111</sup> The words "Private Residence (up to two bedrooms) 1 for each individual unit" to be deleted.
114. Page 142A<sup>111</sup> The word "meters" under Petrol Filling Station in line 4 to be replaced by "metres".
115. Page 142A<sup>114</sup> In Appendix 9 "The Design of Parking Facilities" 1. line 2 the word "unabstructed" to be replaced by "unobstructed".
116. Page 142A<sup>115</sup> Under Appendix 9 "The Design of Parking Facilities" 5. line 2 the word "reasonably" to be replaced by "reasonable".
117. Page 142A<sup>116</sup> In line one of the 2nd paragraph under the subhead "Privacy and Distance Between Buildings" the word "development" to be inserted between the word "housing" and "shall".
118. Page 142A<sup>116</sup> In line 4 of the 2nd paragraph under Subhead "Privacy and Distance Between Buildings" the word "room" before "may" to be deleted and replaced by "area".
119. Page 142A<sup>116</sup> In line 4 of the 2nd paragraph under "Privacy and Distance Between Buildings" a comma to be inserted between the words "study" and "lounge".
120. Page 142A<sup>116</sup> In line 5 of the 6th paragraph under the subhead "Privacy and Distance Between Buildings" the word "parital" between "or" and "storey" to be replaced by "partial".
121. Page 142A<sup>116</sup> In line 8 of the 6th paragraph under the subhead "Privacy and Distance Between Buildings" the word "appropriate" to be replaced by "appropriate".
122. Page 142A<sup>117</sup> Under subhead "Amenities (ii) Multi Family Development" line 2 a comma to be inserted between "footpaths" and "accessory".
123. Page 142A<sup>118</sup> Appendix 11 under the subhead location the words "Grant Biley" to be replaced by "Grant Bailey".
124. Page 142A<sup>118</sup> Appendix 11 Caves of St. Ann the words "Cave River Clampham Cave" to be replaced by "Cave River Clapham Cave".
125. Page 142A<sup>118</sup> At the bottom of the page the following information to be inserted.

	Name	Location	Sheet No.	Grid References	
				Easting	Northing
	Clapham Cave	Clapham	4	417	821
126.	Page 142A <sup>119</sup> Appendix 11 under Name the words "Conventry Cave/Salisbury Cave" to be replaced by "Coventry Cave/Salisbury Cave".				
127.	Page 142A <sup>119</sup> The word "Edinburgh" where ever it occurs on this page to be replaced by "Edinburgh".				
128.	Page 142A <sup>119</sup> At the bottom of the page the following information to be added.				
	Name	Location	Sheet No.	Easting	Northing
	Mount Plenty Cave	Orange Hall	8	438	872
129.	Page 142A <sup>120</sup> The word "Penitenitary" to be replaced by "Penitentiary".				
130.	Page 142A <sup>122</sup> Appendix 12 (f) the word "down" to be replaced by "drawn".				



THE  
**JAMAICA GAZETTE**  
**SUPPLEMENT**

**PROCLAMATIONS, RULES AND REGULATIONS**

142A<sup>1</sup>

Vol. CXXI

THURSDAY, JULY 2, 1998

No. 34A

No. 39A

**THE TOWN AND COUNTRY PLANNING ACT**

THE TOWN AND COUNTRY PLANNING (ST. ANN PARISH)  
PROVISIONAL DEVELOPMENT ORDER, 1998

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, after consultation with the Parish Council of St. Ann, hereby made:—

Citation and  
application.  
First  
Schedule.

1. This Order may be cited as the Town and Country Planning (St. Ann Parish) Provisional Development Order, 1998 and shall apply to the area described in the First Schedule to this Order.

Interpretation.

2. In this Order—

"the Act" means the Town and Country Planning Act;

"the Authority" has the meaning assigned to it by section 2 of the Act;

"building" in relation to outline permission, does not include plant or machinery or a structure or erection of the nature of plant or machinery;



- "development" has the meaning assigned to it by section 5 of the Act and "develop" shall be construed accordingly;
- "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 authority", has the meaning assigned to it by section 2 of the Act;
- "Minister" has the meaning assigned to it by section 2 of the Act;
- "national monument" has the meaning assigned to it by section 2 of the Jamaica National Heritage Trust Act;
- "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;
- "planning authority" means local planning authority as defined by section 2 of the Act, and includes the Authority in any case where an application is referred to the Authority pursuant to the provisions of section 12 of the Act;
- "planning permission" has the meaning assigned to it by section 2 of the Act;
- "preservation scheme" has the meaning assigned to it under section 21 of the Jamaica National Heritage Trust Act;
- "protected national heritage" has the meaning assigned to it by section 2 of the Jamaica National Heritage Trust;

"reserved matters" means any of the following matters in respect of which details have not been given in an outline application under this Order namely—

- (a) siting;
- (b) design;
- (c) external appearance;
- (d) means of access;
- (e) 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.

Use Classes.  
Third  
Schedule.

3.—(1) Where a building or other land is used for a purpose listed in any class specified in the Third 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 Third Schedule to this Order, is specified in the Third 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 Third 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 scrapyards, or a yard for the storage or distribution of minerals or the breaking of motor vehicles;
- (g) as a hostel.

Applications  
for planning  
permission.

4. 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 lesser number is required, be accompanied by three copies of the form and the plans and drawings submitted with it.

Permitted  
Development,  
Fourth  
Schedule.

5.—(1) Subject to the provisions of this Order, Permission may be granted for the classes of development described as permitted development in Fourth 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  
permission,  
Second  
Schedule,  
Form A.

6.—(1) Upon receiving an application for 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 Second 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.

7.—(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,  
Second  
Schedule,  
Form A.

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

(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 Second Schedule hereto.

(3) The local planning authority shall, upon considering an application for outline planning permission either—

- (a) grant permission subject to a condition specifying reserved matters that require approval of the local planning authority or the Authority; or
- (b) 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.

(4) 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.

9. 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; and
- (c) except where the local planning authority indicates that a lesser number is required, be accompanied by three copies of the application and the plans and drawings submitted with it.

Applications for determinations under section 14.

10.—(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 operations or change of use proposed and of the land to which such proposal relates.

Second 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 Second 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 ground 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.

11.—(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 makes—

- (a) a decision subject to conditions; or
- (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,

Form B.  
Second  
Schedule.

it shall state its reasons therefore 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 second Schedule hereto.

Requiring  
additional  
information.

12. 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.

13.—(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.

14.—(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; or
    - (ii) any engineering or other works in connection with the formation, laying out, grading, or drainage of any access; or
    - (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; or
  - (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.
  - (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; or
  - (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 Relief 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 the aquifer;
- (k) with the National Water Commission where a sewage treatment plant is being proposed or connection to an existing sewerage system.

(2) Where the planning authority consults with any other body under sub-paragraph 1 and the body make recommendations to the planning authority, the planning authority shall, before granting permission, whether conditional or unconditional, consider the recommendations.

Applications  
referred  
to the  
Authority.

15. 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.

16.—(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; or
- (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 12 (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.

17—(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;
- (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.

18. 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.

19.—(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 Act.

Control of subdivided land.

20. 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 and submitted in accordance with the provisions of Appendix 12 of this Order to the local planning authority for approval.

Computation of compensation.

21. 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.

Revocation.

22. Subject to paragraph 25, the Town and Country Planning (Ocho Rios Area) Development Order, 1964, the Town and Country Planning (St. Ann Coast Area) Development Order, 1963 and the Town and Country Planning Filling Station—St. Ann) Development Order, 1964 are hereby revoked.

Savings.

23. Notwithstanding the revocation of the Orders referred to in paragraph 24 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

##### *St. Ann Parish Development Order Area*

Starting on the coast at the mouth of the White River, thence generally southerly along the centre line of the said river, the common boundary with the parish of St. Mary, on to the common corner of the parishes of St. Ann, St. Mary and St. Catherine; thence southwesterly along the common boundary with the parish of St. Catherine on to the common corner of the parishes of St. Ann, St. Catherine and Clarendon; thence generally southwesterly along the centre line of the Pedro River, the common boundary with the parish of Clarendon, thence northwesterly to the Blue River which is also the common parish boundary with Clarendon, thereafter westerly along the common boundary with the parish of Clarendon, on to the common corner of the parishes of St. Ann, Clarendon, Manchester and Trelawny; thence generally northeasterly along the common boundary with the parish of Trelawny, in a straight line to a point at Dornoch, approximately 914.3 metres north of Stewart Town; thence generally northerly along the centre line of the Rio Bueno River, the common boundary with the parish of Trelawny, to its mouth at Rio Bueno Harbour, thence in a straight line to the offshore territorial limits and along the territorial limits to a point opposite the starting point at White River, then in a straight line back to the starting point; including all offshore islands, cays and man made and natural accretions within the territorial waters.

##### *Ocho Rios Local Planning Area*

Commencing at the point on the northern side of the Runaway Bay to Ocho Rios main road where the bauxite conveyor belt line meets the main road thence continuing northeasterly from this point in a straight line to the coast, then generally easterly along the coast to the point where the White River meets the Caribbean sea at White River Bay, thence southerly then generally southeasterly along the Centre line of the White River (parish boundary) to the point where it meets the Exchange to Industry secondary road at the Cascade Bridge in Industry, thence westerly along this road to the square at Lodge where the Exchange to Industry secondary road meets the Mile End to Union PCR No. 2, then southwesterly along the Mile End to Union PCR road No. 2 to its junction with a track (Red Ground Village Road) at Union Pen leading from Colegate, thence northwesterly along this track (Red Ground Village Road) to where it meets Colegate PCR No. 12, thence generally southwesterly thence westerly along this PCR to the point where it meets the Ocho Rios to Fern Gully main road at Colegate, thence northerly along this main road to the point where it meets PCR No.

FIRST SCHEDULE, *contd.*

5 from Content, then generally westerly along this PCR to the point where it meets the Salisbury to Spicy Hill PCR No. 4, then across the Salisbury to Spicy Hill PCR No. 4 to the Beecher Town PCR No. 3, then northwesterly then along the Beecher Town PCR No. 3 to the point where it meets the Murphy Hill property boundary, then westerly along this boundary (Wire Fence) to the point where it meets a Parish Council road at Governors Hill east of the conveyor belt line, then generally northerly along this PCR to the point where it meets the Murphy Hill PCR (East of the intersection of the Murphy Hill PCR and the Eden Bower PCR No. 10), thence westerly along the Murphy Hill PCR to the point where it meets the bauxite conveyor line thence continuing northeasterly along the bauxite conveyor belt line to the starting point.

*St. Ann's Bay Local Planning Area*

Starting at the point where a track from Seville Mountains meets the Bamboo to Priory secondary road, then northeasterly along this secondary road to where it meets the Runaway Bay to St. Ann's Bay main road, thence continuing in a straight line northerly from this point to the sea coast, thence generally southeasterly along the sea coast to the point where it meets the Cave River, then southerly along the Cave River to the point where it meets the Runaway Bay to Ocho Rios main road, then westerly along the main road to the point where it meets the Epworth to Murphy Hill Parish Council Road (PCR) at the Cave River Bridge, thence generally in a southerly, southeasterly, southwesterly, and westerly direction along the Epworth to Murphy Hill PCR to its junction with the Golden Grove to Steer Town secondary road, then northerly along the Golden Grove to Steer Town secondary road to its junction with Wilson Street at Chalky Hill, then westerly along Wilson Street to Harbridges Gully, then southerly along Harbridges Gully to the Look Out property boundary, then westerly along this boundary to and along the Rockfield property boundary to PCR No. 53 at Dawson Town, then southwesterly along PCR No. 53 to the point where it meets PCR No. 24, thence northwesterly and along this road to the point where it meets the St. Ann's Great River, thence northerly along the St. Ann's Great River to the point where it meets the Windsor Estate property boundary, then westerly along the Windsor Estate property boundary to the point where it meets the St. Ann's Bay to Claremont main road, then northerly along the St. Ann's Bay to Claremont main road, to the point where it meets the Shawbury property boundary, thence westerly along this boundary in a straight line to the point where it meets the Seville Mountains track, thence northwesterly along this track to the starting point

*Discovery Bay Local Planning Area*

Starting at the point where the Helicon PCR meet the Discovery Bay to Brown's Town secondary road thence westerly along the Helicon PCR to the point where it meets the Stewart Town to Discovery Bay secondary road then southwesterly along the Stewart Town to Discovery Bay secondary road to the northern boundary of Kaiser Bauxite land south of Helicon Village; thence northwesterly along this boundary to the point where it meets a track leading to Old Folly Street thence generally northerly

FIRST SCHEDULE, *contd.*

along this track to Old Folly Street thence northerly along Old Folly Street to the point where it meets the Rio Bueno to Runaway Bay main road thence northerly in a straight line from this point to the sea coast, thence northeasterly along the coast to the point where a road from Dairy meets the coast thence generally southerly along this road to its intersection with another road from the interior of Dairy thence continuing generally southwesterly along the road from the coast to the intersection with another road from the interior of dairy thence continuing southeasterly along the said road from the coast to its intersection with the Discovery Bay to Runaway Bay main road thence across the main road and continuing in a straight line from this point to the northern boundary of Hopewell property registered at Volume 1140 Folio 74 and its intersection with lands registered at volume 556 Folio 93 owned by Jamaica Bauxite Mining and Volume 188 Folio 76 owned by Jamaica Bauxite Mining thence continuing generally southerly along the eastern boundary of Hopewell property to its intersection with lands registered at volume 976 Folio 678 owned by the Commissioner of Lands and lands registered at Volume 1156 Folio 223 owned by Kensworth Francis thence generally northwesterly, southwesterly thence northwesterly and along the southern boundary of Hopewell to the point where it meets the Brown's Town to Discovery Bay secondary road thence continuing northerly along the Brown's Town to Discovery Bay secondary road to the starting point.

*Cave Valley Local Planning Area*

Beginning at the point where the Cave Valley to Corner Shop secondary road crosses the Cave River (St. Ann and Clarendon parish boundary) at the Greenock Bridge, thence northerly along the Cave Valley to Corner Shop secondary road for 150 metres to the point where it meets the Greenock Land Settlement road thence easterly along the Greenock Land Settlement road for 450 metres to the point where it meets a track going northerly then continuing northwesterly and northeasterly along this track to the point where it meets PCR No. 146 thence westerly along PCR No. 146 to the point where it meets the Cave Valley to Alexandria main road thence northerly along the Cave Valley to Alexandria main road to the point where it meets Clarkson Road near the No. 22 Mile Post then westerly along Clarkson Road to the point where it meets PCR No. 167 thence southwesterly along PCR No. 167 to the point where it meets the Thatchwalk PCR at Thatchwalk thence southeasterly along this PCR to its intersection with the Aeon Town to Cave Valley secondary road thence westerly along the Aeon Town to Cave Valley secondary road for 100 metres to the point where it meets a track leading to the Cave River, thence southeasterly along this track to the Cave River thence continuing along the Cave River to the starting point.

*Alexandria Local Planning Area*

Commencing at the point where PCR No. 196 meets the Alexandria to Brown's Town main road at Hopeton thence continuing generally northerly along this road to the point where it meets a track from Rosetta property thence along this track through Rosetta property to the point where it meets PCR No. 134 thence continuing generally southeasterly along PCR No. 134 to Green Hill to the point where it meets PCR No.

FIRST SCHEDULE, *contd.*

139 then southerly along PCR No. 139 to the point where it meets a track from the east at Wick thence easterly along this track for 175 metres then southerly along the track to its intersection with a track from the west thence continuing southerly in a straight line from this point to meet the Alexandria to Claremont (Nine Mile) secondary road thence continuing easterly along the Alexandria to Claremont secondary road for 200 metres to the point where it meets a track to Armadale then southerly along this track to its intersection with PCR No. 171 thence northwesterly along PCR No. 171 to its intersection with PCR No. 169 thence northwesterly along PCR No. 169 to its intersection with the Alexandria to Cave Valley secondary road thence southerly along this secondary road to its intersection with PCR No. 170 thence westerly along PCR No. 170 to the point where it meets the Water Valley Track thence generally northwesterly along the Water Valley Track to its intersection with PCR No. 152 at Water Valley thence northeasterly along PCR No. 152 to its intersection with the Brown's Town to Alexandria main road then southeasterly along the Brown's Town to Alexandria main road to the starting point.

*Moneague Local Planning Area*

From the point where the Lluidas Vale to Phoenix Park secondary road meets the Moneague to Grierfield secondary road at Grierfield thence continuing northerly along the Lluidas Vale to Phoenix Park secondary road to the point where it meets the Moneague to Claremont new main road at Phoenix Park thence southeasterly along the Moneague to Claremont new main road to its intersection with the Moneague to Ocho Rios main road at the Moneague College thence northeasterly along the Moneague to Ocho Rios main road to a stone wall 200 metres south of the intersection of said main road with the PCR to Endeavour thence southeasterly along this stone wall and continuing in a straight line to meet the Rio Hoe PCR thence continuing southeasterly along this road to the point where it meets the PCR road from Goshen to Riverhead thence southerly along this road to the point where it meets the secondary road from Moneague to Guys Hill thence continuing westerly along this road to the point where it meets a stone wall west of the Moneague cemetery thence southerly along said main stone wall and in a straight line to its end at Unity Valley Dairies thence westerly in a straight line from this point to meet the Moneague to Ewarton main road 250 metres south of the Moneague Tavern thence continuing northerly along the Moneague to Ewarton main road to the point where it meets the Old Moneague main road thence northwesterly along the Old Moneague main road to its intersection with the Moneague to Grierfield secondary road thence continuing along the Moneague to Grierfield secondary road to the starting point.

*Claremont Local Planning Area*

Beginning at the point where PCR No. 187 meets the Alderton to Claremont secondary road thence continuing northwesterly along PCR No. 187 to its intersection with PCR No. 236 thence generally northeasterly along PCR No. 236 to the point where it meets the Claremont to St. Ann's Bay main road thence generally northeasterly along this main road for 350 metres from the junction with PCR No. 236 to the point where it meets a concrete monument and wire fence thence easterly along

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*FIRST SCHEDULE, contd.*

this boundary and thence continuing in a straight line to meet PCR No. 82 to Ogle thence across and in a straight line to meet a track from Beechamville thence generally southerly and southwesterly along this track to its intersection with the Claremont to Moneague main road thence southeasterly along this main road for 50 metres to a stone wall at Rosevale then generally southerly along this boundary to its end thence westerly across in a straight line from this point to meet PCR No. 79 to Brunswick thence continuing northerly along PCR No. 79 for 175 metres to the point where it meets a track at Pilgrim thence generally westerly along this track and across PCR No. 81 to the point where the track meets the Alderton to Claremont secondary road thence continuing generally northwesterly along the Alderton to Claremont secondary road to the starting point.

*Watt Town Local Planning Area*

Commencing at the point where the Endeavour to Culloden secondary road meets PCR No. 166 opposite the Watt Town Post Office thence continuing along PCR No. 166 for 900 metres from the intersection with the Endeavour to Culloden secondary road to the point where it meets a track then along this track and continuing northwesterly in a straight line to meet a track from Caledonia thence generally in a northerly and northwesterly direction along the track from Caledonia to the point where it meets the Endeavour to Culloden secondary road thence generally northeasterly along this road to its intersection with PCR No. 155 thence generally northeasterly along PCR No. 155 for 650 metres to its intersection with a track to Defiance thence southeasterly along this track to its intersection with Mt. Nebo Village Street thence generally southerly along Mt. Nebo Village Street to its intersection with the Endeavour to Culloden secondary road thence northwesterly along this road to the starting point.

*Brown's Town Local Planning Area*

Beginning at the point where the Huntley property boundary meets Huntley Road 100 metres north of PCR No. 320 thence easterly along the Huntley property boundary and across PCR No. 104 to the point where the Huntley property boundary meets the Hyde property boundary thence southerly and along the Hyde property boundary to the point where it intersects the Brown's Town to Bamboo secondary road thence westerly along the Brown's Town to Bamboo secondary road to its intersection with Liberty Drive (PCR No. 127) then southeasterly along Liberty Drive to its intersection with PCR No. 121 to Orange Hill and St. Hilda's Drive (PCR No. 122) at Marly corner thence southwesterly along PCR No. 121 to the point where it meets the Brown's Town to Alexandria secondary road thence southeasterly along the Brown's Town to Alexandria secondary road to the point where it meets PCR No. 174 thence westerly along PCR No. 174 to its intersection with PCR No. 162 (Summer Hill PCR) thence northerly along PCR No. 162 to its intersection with the Endeavour to Brown's Town secondary road and PCR No. 262 thence westerly and southeasterly along the Brown's Town to Endeavour secondary road to the point where it meets the bauxite property boundary thence continuing northwesterly along this boundary and across PCR No.



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FIRST SCHEDULE, *contd.*

138 to meet the Enfield property boundary then northerly along the Enfield property boundary to the point where it meets the Stewart Town to Brown's Town secondary road thence easterly along the Stewart Town to Brown's Town secondary to the point where it meets the Enfield property boundary thence northerly along the Enfield property boundary to the point where it meets the Huntley property boundary thence easterly along the Huntley property boundary to the point where it meets the Brown's Town to Runaway Bay secondary road thence generally northeasterly along the Brown's Town to Runaway Bay secondary road to the starting point.

*Bamboo Local Planning Area*

Commencing from the point near the No. 45 mile post where the Brown's Town to Bamboo main road meets the PCR from Mount Zion to Lillyfield beside the Bamboo playfield and Community Centre thence northwesterly along this PCR to its intersection with a PCR beside the cemetery thence continuing northeasterly along this PCR to the point where it meets PCR No. 38 thence generally northeasterly along PCR No. 38 to meet the Bamboo to Priory secondary road then continuing northerly along the Bamboo to Priory secondary road to meet feeder road (Pepper Street) at Clay Ground then southeasterly along feeder road to meet Cotton Village Street thence southwesterly along Cotton Village Street to meet Bamboo to Green Park main road thence continuing across main road near mile post 43 south southeasterly in a straight line to meet a PCR southeast of Hill Top thence westerly and northerly along this PCR to its intersection with PCR No. 39 (Rickman Drive) for 375 metres to the point where a stone wall meets it thence westerly along this wall and in a straight line for 400 metres to the point where it meets a fence going northwards thence northerly along this fence for 450 metres thence continuing northeasterly and in a straight line to meet wire fence opposite catchment tank for Bamboo Block factory on the Chippenham Park PCR thence along wire fence to meet the Chippenham Park PCR thence northwesterly along Chippenham Park PCR to the point where it meets the Bamboo to Brown's Town main road thence westerly along main road to the starting point.

*Runaway Bay Local Planning Area*

Starting at the point where PCR No. 84 the Hampton PCR meets the Rio Bueno to Runaway Bay main road then southerly along the Hampton PCR to the point where it meets Welmington Park PCR then southwesterly along Welmington Park PCR to the point where it turns north thence continuing across in a straight line from this point on the Welmington Park PCR to meet PCR No. 92 thence southeasterly along PCR No. 92 to the point where it meets PCR No. 109 from Mt. Edgecombe thence westerly along PCR No. 109 to its intersection with PCR No. 104 at Tripoli thence southerly along PCR No. 104 for 1,400 metres (1.4 Km) from its intersection with PCR No. 109 thence continuing westerly in a straight line at this point on PCR No. 104 to meet the Thatchwalk Gully just across from where a track from Mt. Edgecombe leads to the Gully thence continuing across the Gully to the point where the track from Mt. Edgecombe meets it thence generally northerly along the track to the point where it

FIRST SCHEDULE, *contd.*

meets the Brown's Town to Runaway Bay secondary road thence continuing south-westerly along the Brown's Town to Runaway Bay secondary road to the point where it meets the Discovery Bay to Brown's Town secondary road thence westerly along the Discovery Bay to Brown's Town secondary road to the eastern boundary of Orange Valley School thence along the eastern boundary of Orange Valley School and continuing in a straight line over uninhabited woodlands and across PCR No. 112 to a water hole at the end of PCR No. 113 leading from Lakeside Park Housing Scheme thence along PCR No. 113 to its intersection with the Rio Bueno to Runaway Bay main road beside bus stop at Lakeside Park Housing Scheme thence easterly along Rio Bueno to Runaway Bay main road to the point where it meets the Pear Tree Bottom River at a bridge thence northerly along the river to the coast then easterly along the coast to the point where a track at Palm Beach meets it then southerly along this track crossing the Rio Bueno to Runaway Bay main road to the starting point.

## SECOND SCHEDULE

## Form A

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

Your application dated

(insert date)

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



SECOND SCHEDULE, *contd.*

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

## THIRD SCHEDULE

*Use Classes Order*CLASS 1—*Shops*

Use for all or any of the following purposes:—

- (a) for the retail sale of goods other than hot food,
- (b) as a post office,
- (c) for the sale of tickets or as a travel agency
- (d) for the sale of sandwiches or other cold food for consumption off the premises
- (e) for hairdressing
- (f) for the direction of funerals
- (g) for the display of goods for sale
- (h) for the hiring out of domestic or personal goods or articles
- (i) for the washing or cleaning of clothes or fabrics on the premises
- (j) for the reception of goods to be washed, cleaned or repaired where the sale, display or services is to visiting members of the public.

CLASS 2—*Financial and professional services*

Use for the provision of:—

- (a) financial services, or
- (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.

CLASS 3—*Food and Drink*

Use for the sale of food or drink for consumption on the premises or of hot food for consumption off the premises.

THIRD SCHEDULE, *contd.*CLASS 4—*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) for research and development of products or processes, or
- (c) for any 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, vibration, smell, fumes, smoke, rust, ash, dust or grit.

CLASS 5—*Storage or distribution*

Use for storage or as a distribution centre.

CLASS 6—*Hotels*

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

CLASS 7—*Residential Institutions*

- (a) Use for the provision of residential accommodation and care to people in need of care.
- (b) Use as a hospital or nursing home.
- (c) Use as a residential school, college or training centre.

CLASS 8—*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 or day centre
- (c) provision of education
- (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.

CLASS 9—*Assembly and Leisure*

Use as

- (a) an art gallery (otherwise than for business purposes), a museum, a public library, or a public reading room
- (b) a public hall, concert hall, exhibition hall, social centre or a community centre
- (c) a theatre, cinema, music hall
- (d) a dance hall, swimming bath, gymnasium or for other indoor games.

## FOURTH SCHEDULE

Classes of Development which may be undertaken without requiring Planning permission

PART 1—*Development within the curtilage of a Dwelling House*

## 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;
  - (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

FOURTH SCHEDULE. *contd.*

- (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.

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.

FOURTH SCHEDULE, *contd.*

## CLASS C

Permitted  
development.  
Development  
not  
permitted.

- C. Any other alteration to the roof of a dwelling house
- 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.  
  
Development  
not  
permitted.

- D. The erection or construction of a porch outside any external door of a dwelling house.
- D.1. Development is not permitted if—
- (a) the ground area (measured externally) 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.  
  
Development  
not  
permitted.

- 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.
- 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
    - (ii) 3 metres, in any other case;

FOURTH SCHEDULE, *contd.*

- (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;
  - (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;

FOURTH SCHEDULE, *contd.*

- (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—
- (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, exceed 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 sub-paragraph (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.

FOURTH SCHEDULE, *contd.*

## CLASS B

Permitted  
development.

A. 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.  
Development  
not  
permitted.  
Interpretation.

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

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

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, which permits the erection of buildings and enclosures, but is limited to dwellinghouse 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

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



FOURTH SCHEDULE, *contd.*

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  |
|                            | (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.
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- |                            |   |
|----------------------------|---|
| 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   |
|                            | (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 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.
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PART 5—*Agricultural Building and Operations*CLASS A—*Development on Units 2.0 hectares or more*

Permitted development.	A. The carrying out on agricultural land comprised in an agricultural unit 2.0 hectares or more in area of—
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FOURTH SCHEDULE, *contd.*

- (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;
- (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 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.

FOURTH SCHEDULE, *contd.*

## 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;
  - (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 from 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;

FOURTH SCHEDULE, *contd.*

- (b) the application shall be accomplished 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 be begun 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;
- [(cc) (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 carried out, leaving the notice in position for not less than 21 days in the period of 28 days from the

FOURTH SCHEDULE, *contd.*

- 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;]
- (d) 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
- (e) the development shall be carried out—
- (i) where approval has been given by the local planning 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 (a).

FOURTH SCHEDULE, *contd.*CLASS B—*Development on Units of less than 2.0 hectares—*

- |                                  |   |
|----------------------------------|---|
| Permitted<br>development.        | <p>B. 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—</p> <ul style="list-style-type: none"> <li>(a) the extension or alteration of an agricultural building;</li> <li>(b) the installation of additional or replacement plant or machinery;</li> <li>(c) the provision, rearrangement or replacement of a sewer, main, pipe, cable or other apparatus;</li> <li>(d) the provision, rearrangement or replacement of a private way;</li> <li>(e) the creation of a hard surface;</li> <li>(f) the deposit of waste; or</li> <li>(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 of tanks and nets, where the development is reasonably necessary for the purposes of agriculture within the unit.</li> </ul> |
| Development<br>not<br>permitted. | <p>B.1 Development is not permitted by Class B if—</p> <ul style="list-style-type: none"> <li>(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;</li> <li>(b) the external appearance of the premises would be materially affected;</li> <li>(c) any part of the development would be within 25 metres of a metalled part of a trunk or classified road;</li> <li>(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</li> <li>(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</li> </ul>   |

FOURTH SCHEDULE, *contd.*

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 per cent.
- (c) any part of any new building would be more than 30 metres from the original building;
- (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.

FOURTH 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.  | <p>D.1 For the purposes of Part 5—</p> <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> <ol style="list-style-type: none"> <li>(a) any dwelling or other building on that land occupied for the purpose of farming the land by the person who occupies the unit, or</li> <li>(b) any dwelling on that land occupied by a farmworker;</li> </ol> <p>"building" does not include anything resulting from engineering operations;</p> <p>"fish farming" means the breeding, rearing or keeping of fish or shellfish (which includes any kind of crustacean and mollusc);</p> <p>"livestock" includes fish or shellfish which are farmed;</p> |



FOURTH SCHEDULE, *contd.*

"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 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, is 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.

FOURTH SCHEDULE. *contd.*

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 which waste has been deposited and has not been removed.

D. 4A 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 fertilising 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."

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;

FOURTH SCHEDULE, *contd.*

- (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 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;

FOURTH SCHEDULE, *contd.*

- (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;
- [(cc)
- (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;]
- (d) 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;

FOURTH SCHEDULE, *contd.*

- (e) the development shall be carried out—
- (i) where approval has been given by the local planning 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.

Interpretation.

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 per cent 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.

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.

FOURTH SCHEDULE, *contd.*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.

## STATEMENTS

## THE PLANNING FRAMEWORK

## ST. ANN PARISH DEVELOPMENT AREA

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

## DEMOGRAPHY

*Population Size and Growth*

Data from the 1991 census indicated that the population of the parish had an 8.2% increase over that of 1982 moving from 137,745 persons to 149,015 persons, or an annual growth rate of approximately 0.9% during the period. The parish also had 6.3 per cent of the national population, comprising 71,056 males (approximately 49.9%) and 71,482 females (approximately 50.1%) of the enumerated population.

In terms of urban-rural distribution of population that of 1982 was urban 18.9% and rural 81.1%. By 1991 however, the urban population had increased to approximately a quarter (24.4%) of the population up from just under one-fifth in 1982.

*Population Composition*

In 1982 males accounted for 50.3% of the enumerated population of St. Ann (69,294). This represented a slight increase in their share of the parish population over that of 1970 when they accounted for 49.7% (59,262) and were outnumbered slightly by females. By 1991 males accounted for 49.9 per cent of the parish enumerated population of 71,056 males and 71,482 females.

## LABOUR AND EMPLOYMENT

*Labour Force*

In 1982 the parish had a labour force of 40,892. Males greatly outnumbered females and accounted for 67.4% (27,578) of the parish total labour force, hence only one-third of the labour force (32.6%) was female, approximately one quarter (27.4%) of the parish population was in the labour force.

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### *Employment and Unemployed Labour Force*

In 1982 St. Ann had an employment rate of approximately 75 per cent (73.4%) and an employed labour force of 30,018. The parish participation rate in 1982 was 39.1. As expected males accounted for the bulk of the employed labour force with 71.4 per cent (21,439). Approximately 25 per cent of the labour force of St. Ann was unemployed. Males also dominated in the unemployed labour force where they accounted for 56.5%. Examination of the employment data from the census highlights the predominantly agrarian nature of the parish. The employment statistics reveal that almost 40 per cent of the employed labour force was in the industry group, Agriculture, Forestry, Hunting and Fishing in 1982. The service sector was the next highest employer of labour with 24.1 per cent of the employed labour force. The commerce group which includes wholesale and retail trades, hotels and restaurants was the third largest employer of labour. This situation is to be expected as the parish has a substantial coastal tourism belt which contains the major tourism resort of Ocho Rios.

### *Minerals*

The parish is also rich in mineral deposits such as Bauxite and Whiting, which contribute to both the urban economies, and which are extracted and shipped overseas in ore form. With the exception of sand, gravel and aggregates which are used in the local construction industry, other minerals are virtually untapped. Because such activities can have positive and negative effects on the development of the parish it is important that proper guidance and monitoring be carried out.

### *Conservation of Natural and Built in Area*

St. Ann is known as the "Garden Parish" due to its lush vegetation and the presence of an inordinate amount of surface and subsurface water resources. This has resulted in several scenic and scientific areas which need to be preserved for the posterity of not only the people in the parish but the nation. There is also approximately sixty-four kilometres of coastline with large tracts of white sand beaches which provide the major attraction for tourism. Its main river is the White River which flows approximately twenty-seven kilometres through the eastern portion of the parish.

Many monuments and historical and architectural sites which are of interest to both residents and visitors and which are important linkages with our past cultural heritage are also located throughout the parish.

### *Economy*

Agricultural, Mining and Quarrying and Tourism are the main income earners utilizing physical resources in the parish. Sugar cane, coconut and pimento were the dominant crops in earlier years but diversification has now taken place. However, the parish remains one of the foremost producer of pimento.

Industrial activities are centered around the mining of Bauxite and a lull in this activity can have negative effects on the lives of the people.

Manufacturing activities are minimal with scope for improvement. However, the parish has a lot to offer to the tourist trade and its growth has been dramatic over the past decade. The economy of the urban areas, especially along the coast depends upon it to a large extent.

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*Transportation*

The parish has a relatively good network of roads. There are approximately 232 kilometres of paved roadway with the main north coast road linking Montego Bay to Port Antonio passing through.

It also contains two seaports for shipping of Bauxite ore and a cruise ship pier. There is also a private railway line serving the bauxite industry and several bauxite haulage roads.

*Growth Areas*

Saint Ann's Bay, the principal urban community is the Parish Capital and provides administrative service centre functions along with other Commercial activities.

Ocho Rios which is a complementary town is one of the most important Tourist centres in the island and performs commercial and recreational functions.

Local plans have been prepared for St. Ann's Bay and Ocho Rios. The two major towns and other communities identified in the Settlement Strategy of the National Physical Plan 1978–1988 as Growth Centres these are listed in Appendix 1 and their urban boundaries as shown on map No. 1. Urban type development in the parish will be confined to these urban centres.

In preparing this Development Order the following background studies were used:

- (a) The National Physical Plan (1978–1998);
- (b) The St. Ann–St. Mary–Portland Regional Plan;
- (c) The Manual for Development;
- (d) The Ocho Rios–St. Ann's Bay Development Plan;
- (e) Jamaica Underground—a register of the Caves of Jamaica by Alan G. Fincham;
- (f) Various United Kingdom Unitary Development Plans

*Planning Strategy*

The strategy establishes the main direction in which the future development and use of land in the parish is to take place and reflects the best general features which is necessary to secure a proper balance between the competing demands for land. It sets the framework from which the various objectives and policies have been developed and from which little variation is expected during the life of the Development Order.

The Development Strategy for St. Ann is to promote a balanced and multi-centered development pattern over a ten year period with respect to the available physical and social infrastructure and to the protection of the Built and Natural Environment.

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 Guidelines and Policies for Local Area Development.



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## OBJECTIVES

The following objectives are listed sectorally and provide the framework for the policies which will guide the local planning authority in their decision making process throughout the parish.

### TRANSPORTATION

- Obj. 1 To develop the transportation system as an integral part of the future settlement structure so that the efficient movement of goods and people throughout the parish can be satisfied.

### HOUSING

- Obj. 2 To ensure that all new housing developments are rationalized and form an integral part of the settlement centres to which they are related.
- Obj. 3 To make housing more accessible to the various social groups.

### CONSERVATION OF NATURAL AND BUILT ENVIRONMENT

- Obj. 4 To establish strategic gaps which will protect the countryside and prevent the coalescence of existing towns and settlements.
- Obj. 5 To ensure that recreational facilities are developed and made accessible to the public.
- Obj. 6 To develop policies, to ensure that Structures, Sites and areas of Historical and Archeological significance as identified by the National Heritage Trust are preserved.
- Obj. 7 To conserve water resources bearing in mind their intrinsic environmental value and the importance of maintaining a viable hydrological regime.

### RURAL ECONOMY

- Obj. 8 To disperse the economy and diversify the employment base in the rural area.
- (a) through the promotion of development of agriculture by the protection of good agricultural lands
  - (b) by establishing appropriate manufacturing activities in selected rural centres
  - (c) through the exploitation of mineral resources.

- Obj. 9 To locate manufacturing establishments derived from mining as close to communities as is feasible so that they can reap the economic benefits.

### URBAN ECONOMY

- Obj. 10 To increase employment opportunities and economic activities in the urban area through manufacturing industries, tourism, commerce and service industries.

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#### MINERALS

- Obj. 11 To guard lands of significant mineral wealth against encroachment by other uses or development which would prevent their exploitation.
- Obj. 12 To guard against all forms of pollution resulting from mining activities.

#### WASTE TREATMENT AND DISPOSAL

- Obj. 13 To ensure that safe and sanitary conditions exist for the disposal of both solid and liquid waste without any unacceptable risks or detrimental effects to natural resources or the environment.
- Obj. 14 To ensure recycling in terms of raw material and source of energy.

#### TOURISM

- Obj. 15 To transform small towns and villages into centres of vitality and interest through the integration of tourism development thereby creating a broader economic base.
- Obj. 16 To diversify the type of Tourist facilities and attractions offered.
- Obj. 17 To transform resort areas into more interactive communities thus de-emphasizing the clear demarcating line between Tourist facilities and local facilities.

#### ENERGY GENERATION

- Obj. 18 To ensure that the Parish's water resources are tapped for electricity generation where this will not adversely affect the environment.
- Obj. 19 To ensure that electricity is supplied in accordance with the settlement strategy for domestic, industrial and commercial needs where required.

#### TELECOMMUNICATIONS

- Obj. 20 To ensure that there is not a proliferation of satellite dishes and other communication antennae in any locality thereby destroying the aesthetic of the area.

#### SECTORAL POLICIES

This section deals with the sectoral policies which are intended to guide development in both the urban and rural areas of the Parish. However, specific policies have been prepared for certain urban areas based upon needs, and general policies which are applicable across the parish.

#### TRANSPORTATION AND TRAFFIC

##### ROADS

Road transportation is essential for the movement of goods and people both within and outside of the Parish. Although the topography and other physical factors dictate the types of road that can be constructed, care has to be taken that proper reservations are made for main as well as secondary and service roads.

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|------------|--|
| Policy T 1 | Main roads in the Parish which provide the main link between Kingston and some of the northern parishes must have their reservation which is indicated in Appendix 6 preserved.  |
| Policy T 2 | All development should be set back a minimum of 6m from the main road improvement line for all categories of development.  |
| Policy T 3 | Appendix 5 indicates the main roads which will be improved or re-aligned in due course and no development should be allowed obstruct the proposal.   |
| Policy T 4 | Secondary main roads and Parochial roads which link towns and villages to each other should have a reservation of 15m and 12m respectively (See Appendix 6) and no development shall be allowed within this reservation. |
| Policy T 5 | 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 the Parochial road.  |
| Policy T 6 | Service roads are those used for direct access to individual lots within a residential area and no development should take place within 4.5 m of such road boundaries.   |

#### VEHICLE PARKING

The standards indicated for vehicle parking and loading requirements in Appendix 7 cover the parish of St. Ann. public car parks and street parking will be available in certain locations but this may not be able to satisfy parking demands. Provision will therefore have to be made within the boundaries of the site of all new and extended developments and all change of use for the parking of customers' vehicles.

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| Policy T 7  | Developers will be required to provide parking facilities within the curtilage of the site being developed in accordance with the requirements set out in Appendix 7 and the design standards in Appendix 9. |
| Policy T 8  | When the use of any building is not specifically mentioned in the schedule of parking requirements or more than one use is involved, the planning authority shall determine the parking provision.           |
| Policy T 9  | When the use of any building is not specifically mentioned in the schedule of parking requirements or more than one use is involved, the planning authority shall determine the parking provision.           |
| Policy T 10 | 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.                    |

Provisions should also be made within related developments for the loading of trucks and goods vehicles.

Policy T 11                      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.

In some situations it may be necessary to provide parking spaces or loading bays on a site other than the one being developed. On such occasion the following policy will apply.

Policy T 12                      The site in which the parking is to be provided should be owned by the developer and both sites will constitute one planning unit.

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

Policy T 13                      An area should be reserved in basic and primary schools premises (separate from the parking area) specifically for the picking up and setting down of children from motor vehicles.

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

Policy T 14                      In all parking areas used by the public provision is to be made for the reservation of car parking spaces for the handicapped, in accordance with Appendix 7 and Figure 2.

PUBLIC TRANSPORTATION CENTRE

Public passenger vehicles and the commuters using them will need safe off road facilities to operate. It is not desirable to have public transportation loading and off loading passengers in areas where it is neither safe nor convenient to do so. This should be done in an organized way so that the flow of traffic can be rationalized and there is no obstruction to their movement. This means the establishment of Transportation Centres in some areas.

Policy T 15                      Public transportation centres should be erected in all major towns where the need for these facilities exists.

Policy T 16                      All required and 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, and designed for the convenient access and safety of pedestrians and vehicles.

Policy T 17                      All parking lots and parking facilities shall be properly landscaped with materials which may be used as a visual medium and shall be maintained in a good condition.

Policy T 18                      A plan shall be submitted for approval showing clearly and accurately the location, size and description of all landscape materials in relationship to the parking bays, buildings, etc.

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## HOUSING

Housing is provided by both the public and private sectors. Since its availability is a very important element in determining the direction of development the authorities have to ensure that it is located where it is required and that the proper social and physical infrastructure are provided. Housing activities should therefore be geared towards the settlement strategy proposal.

- Policy H 1            Housing development should be confined to the Growth Centres selected in the Settlement strategy of the National Physical Plan 1978–1998 and any subsequent revisions and no permission will be given for any large scale linear or sporadic housing development, outside of these centres.
- Policy H 2            Single family housing development will be allowed in villages to satisfy local demand.
- Policy H 3            In urban areas housing development will be allowed in accordance with land use zoning, densities and other criteria which are in the local area plans developed for these towns.
- Policy H 4            Applications for housing development will not be considered by the local planning authority where there is an existing deficiency in the provision of water supplies or sewage services unless this deficiency can be made good within a reasonable time period.
- Policy H 5            No housing development will be allowed on land that is subject to flooding, erosion, subsidence or other natural hazards.
- Policy H 6            In multi-family development space shall be set aside for recreational and landscaping purposes, exclusive of driveways, parking areas, accessways.
- Policy H 7            In single family housing developments provision should be made for playfields and other recreational activities in accordance with Appendix 10.
- Policy H 8            In large housing developments developers should do a mix of development and provide adequate commercial facilities for the residence.
- Policy H 9            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.

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 density of developments be controlled. New buildings especially in areas of infill should not be significantly higher than their surroundings and appropriate densities for new residential development should be such that they protect the surrounding residential amenity as well as that of the proposed occupiers. The following will be taken into consideration when assessing applications as well as

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the provision of off street parking, the characteristics of the site and surroundings and the character of the building and its associated facilities.

- Policy H 10            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 will be in accordance with the ranges set out in Figure 1.
- Policy H 11            Town House development at densities higher than those existing in detached housing areas will be allowed as "infill" on vacant lots providing that sewerage generated can be disposed of satisfactorily without posing a threat to the area.
- Policy H 12            In the laying out and design of housing development the guidelines given in Appendix 10 are to be used.

#### CONSERVATION OF NATURAL AND BUILT ENVIRONMENT

It is imperative that parks and conservation areas be protected and retained as important natural resources. There is a great deal of potential in terms of recreational resources and also resources of national significance.

- Policy C 1            No building or structure may be placed within a strip of land of a minimum width of 7.5m immediately adjoining the foreshore.
- Policy C 2            Where extensive views of headlands, mountains and sea can be established along the coast viewing points with seats and lay-by for vehicles will be established.
- Policy C 3            The beaches listed in Appendix 4 (Schedule of Beaches along the St. Ann Coast) will be preserved for the purpose indicated.
- Policy C 4            No development will be permitted on lands adjacent to the lines of high water mark which would preclude public access to and along the foreshore.
- Policy C 5            Development on the seaward side of coastal main road should be so arranged that there is no continuous wall of buildings screening the view of the sea. The distance between contiguous building will finally be determined by the planning authority.
- Policy C 6            No hedge or opaque fence should be constructed on the seaward side of any coastal main road in excess of 1.5m without the premission of the planning authority.
- Policy C 7            The class and nature of development on green areas connecting towns and villages to each other will be severely restricted to prevent coalescence and maintain openness of the area.
- Policy C 8            All plans for building purposes along the coastal area will require the

- approval of the local planning authority to ensure harmony of development in the area.
- Policy C 9 Any land created by filling along the coastal area shall be used for recreational or ancillary purposes (except with prior agreement with the authorities), and such filling should not be undertaken without due regard to the public enjoyment of the area.
- Policy C 10 Lands designated as Private open space does not necessarily mean that such lands are free and open to the general public, or that they will be purchased by Government.
- Policy C 11 Existing open space will be conserved and new public open space for formal sports and informal recreation as well as children's play areas should be provided in new developments.
- Policy C 12 Where possible no Parish Council owned land designated as open space should be disposed of. Where such land is to be used for another public purpose, an equivalent area of land should be acquired in the immediate area or an alternate area which is deficient in park for that purpose.
- Policy C 13 Except as required for other public purposes, publicly owned land in the areas 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.
- Policy C 14 The undertaking of public works in conservation and other sensitive areas such as Fern Gully will be allowed only where essential and should be designed such that it detracts as little as possible from the appearance and recreational use of the area.
- Policy C 15 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 general character and appearance of the countryside and the scale of the development is kept to a minimum.
- Policy C 16 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.

#### ARCHAEOLOGICAL SITES AND BUILDINGS

Monuments and historical and archaeological sites in the parish are worthy of preservation for the interest of both residents and visitors. Some of these sites have already been listed by the Jamaica National Heritage Trust. This Development Order includes many additional sites which have not yet been listed. At the same time there are many sites which are archaeologically or historically important which have not yet been identified even by this order. 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.



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- Policy C 17 No permission will be given for the development of any site containing monuments listed in Appendix 3 until after consultation with the National Heritage Trust Commission.
- Policy C 18 The demolition of buildings with archaeological or historic features will only be allowed if there is no practical alternative.
- Policy C 19 Before granting permission for the demolition of any building or the development of any site with historic or archaeological buildings, the planning authorities may require the developer to provide information regarding the importance of the site and the impact of the development.
- Policy C 20 Where works of preparation are necessary for any development every effort should be made to ensure that the original design is preserved.

#### THE BUILT ENVIRONMENT

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

- Policy C 21 A high standard of design, materials, and construction will be required in areas where buildings of special architectural or historic interest are located.
- Policy C 22 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 them.
- Policy C 23 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.
- Policy C 24 In the redevelopment of a site any building which can be used should be retained rather than a new building being constructed in its stead.
- Policy C 25 The demolition of buildings of historic interest will only be allowed when a large scale development is proposed and design and character of the buildings cannot fit into it.

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 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 C 26 The design of shopping centres 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 C 27

The character of shop fronts which are of architectural or historic interest should be maintained and enhanced and others made to conform as much as is practicable.

## RURAL ECONOMY

The rural economy to a large extent depends upon the average earnings emanating from agriculture. Although other economic generators will be encouraged it is important that the agricultural activities for which the parish is noted be protected and enhanced so that it can be complementary to Tourism. The use of arable land has therefore got to be rationalized.

## Policy RE 1

Dwelling of a temporary nature for agricultural workers may be allowed on good agricultural land in extenuating circumstances.

## Policy RE 2

Development will not be allowed on poor agricultural land if it will in anyway jeopardize the existence of good agricultural land.

## Policy RE 3

Intensive agricultural activities such as poultry and pig rearing which do not depend on soil quality and which can contribute to agriculture will be encouraged on poor agricultural land.

Although the main focus of industrial development will be the urban areas in the parish in order to reduce the movement of the people to these areas the establishment of industries will be encouraged especially where local raw materials are available.

## Policy RE 4

The creation of industrial parks will be allowed in growth centres and other areas where the sources of raw materials are readily available.

Much daily shopping is done in local shops in the rural areas. Although these shops have been giving way to those in the larger urban areas their development should be encouraged.

## Policy RE 5

Proposal for improvements to local shopping facilities in growth centres and villages will be permitted and large residential developments will normally include shops unless these facilities are available nearby.

## URBAN ECONOMY

It is essential that there are economic activities to complement tourist in the coastal towns of the parish and to encourage and expand development activities in the other urban areas. The promotion of commercial and industrial activities is one way in which this can be achieved.

## Policy UE 1

The expansion of factories and commercial activities will be supported on existing sites in urban areas where these can conform with planning requirements such as parking, set backs, etc.

## Policy UE 2

Light industries may be accommodated in residential districts as long as they are not disruptive to the residents and are not noxious.

## Policy UE 3

The location of new industrial sites should be in areas where the infrastructural requirements are already present.

Outside of the central and regional commercial areas new shopping developments will be allowed in the growth centres. These will be encouraged to become the centre of local activities. Public buildings and services will therefore be located in or adjacent to these centres so that they can provide services to the residents.

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| Policy UE 4 | New Shopping and other commercial activities will be encouraged to establish in Growth Centres.                      |
| Policy UE 5 | Shopping Centres in Growth Centres shall be designed and landscaped to provide a focus for the districts they serve. |
| Policy UE 6 | The establishment of new shopping centres and office complexes will be encouraged in urban areas.                    |

#### MINERALS

Minerals are basic resources for development and can attract other sector development thus influencing the direction of urban growth. The overall effect of the activity on the environment can be positive or negative depending on the ore being extracted. Dereliction of the landscape, destruction of the ecological balance, irrational mining practices are some possible effects when the activity is done in an *ad hoc* way. The following policies aim to safeguard against this while ensuring total exploitation.

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| Policy M 1 | Physical development of a permanent or capital intensive nature will not be given permission on mineral bearing lands.  |
| Policy M 2 | Where communities have to be resettled because the land is needed for the purpose of mining then they should be located near to communities that already exist. |
| Policy M 3 | Mining and quarrying plans should be submitted to the appropriate authorities before mining or quarrying commences.   |
| Policy M 4 | No permission will be granted for the conversion of good agricultural land to mud lakes unless there is no possible alternative.                                |
| Policy M 5 | All mined out lands are to be restored to a level satisfactory to the planning authorities and be properly re-vegetated.  |
| Policy M 6 | Quarries must be located in quarry zones and will not be permitted in any other location.   |
| Policy M 7 | Lands which are slated for development may be quarried on a priority basis and prepared for development to the satisfaction of the planning authority.          |
| Policy M 8 | Plant sites should be located as close as possible to mineral deposits.   |

#### WASTE TREATMENT AND DISPOSAL

##### SEWAGE DISPOSAL

St. Ann has several small private sewage treatment plants which serve the hotels and the Urban Development Corporation project area in Ocho Rios. However, the National Water Commission is now in the process of installing a central system in Ocho Rios. Otherwise sewage disposal is by means of septic tank and absorption pit or pit latrine. This creates great concern especially in growth centres.

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- Policy 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.
- Policy WT 2           For single family houses on lots larger than 1/10 hectare treatment and disposal should be by Septic tank and tile field or absorption pit with grease trap incorporated where the soil is considered suitable.
- Policy WT 3           For single family houses on lots of 578m<sup>2</sup> 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 may be by Septic tank and tile field or absorption pit with grease trap incorporated where the soil is considered suitable.
- Policy WT 4           No absorption pit or tile field shall be located in the vicinity of an actual or potential well or source of domestic water supply as long as there is a chance of polluting the ground or surface water.
- Policy WT 5           Septic tanks should be designed so as to give required detention time and to avoid short circuiting.
- Policy WT 6           There should be a minimum vertical distance of 1 metre 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.
- Policy WT 7           Where it is necessary to use pit latrines then these should be of the ventilated improved type.

#### WASTE DISPOSAL

The disposal of solid waste poses similar problems to those of sewerage. Where the facilities are not adequate it provides a breeding ground for flies and rodents. Solid waste can be used in different forms on a development site. Recycling the use of biodegradable solid waste on the property will be encouraged to minimize the amount of waste going to the Municipal dump.

- Policy WT 8           Garbage dumps and landfills should be sited so that there is no detrimental effect on surface water resources and pollution of other resources is prevented.
- Policy WT 9           Where landfill is used as the method of garbage disposal there should be an acceptable scheme of restoration with the planning authorities to make the land suitable for an agreed use.
- Policy WT 10          Commercial, and other business places should provide receptacles on the premises for the storage and disposal of garbage.
- Policy WT 11          Solid waste management plans showing the separation, use and disposal of solid waste shall be submitted with development applications.

#### RECYCLING OF WASTE WATER

Due to high cost and the difficulty experienced in providing piped domestic water supply systems 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, kitchen

sinks, and dishwashers goes 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 courses. 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 periods of drought.

- Policy WT 12            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 WT 13            Developments with large landscaped grounds and golf courses should make provision for the use of recycled water to water these areas.
- Policy WT 14            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 and gardens.

#### ENERGY CONSERVATION

St. Ann has three hydro-generating plants located within a 16 Kilometre distance. Two are sited on the White River along the St. Mary border and the other on the Roaring River. These supplement the main generating plants in Kingston and Old Harbour. Through the Rural Electrification Programme power lines have been extended to remote areas. Because of the high cost of energy, it is essential that conservation measures be effected.

- Policy E 1            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 E 2            Residential, Commercial and Office buildings should be designed so that they can make use of the natural lighting and ventilation.
- Policy E 3            The heights of buildings should be such that it is not necessary to install elevators or other lifting devices.
- Policy E 4            Buildings should be designed so that they can make use of solar heaters.
- Policy E 5            Whenever it is feasible it is desirable that electric wires and cables be placed underground and appropriate markers be installed to identify the routes.
- Policy 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.
- Policy E 7            Ancillary utility services should be so located as not to obstruct sidewalks.
- Policy E 8            Utility poles shall be sited so as to allow easy and economic means of road and sightline improvements and not obstruct pedestrian movement.

#### TOURISM

The Coastline of St. Ann is the second largest resort area in the island with Ocho Rios, Runaway Bay, St. Ann's Bay and Discovery Bay being the most outstanding centres. The parish has a deep water pier at Ocho Rios which accommodates large passenger cruise ships. In addition, there are some man-made features in the form of historic sites, monuments and buildings which contribute to the resources of the area. Tourism therefore plays a vital role in the economy of the parish.

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| Policy TO 1 | Only low rise resort development will be encouraged along the coastal areas, outside of the built up areas.   |
| Policy TO 2 | The development of tourism accommodation will be supported in settlement areas where the facilities are available to service this type of activity.   |
| Policy TO 3 | The conversion of large existing buildings located on large grounds in the countryside into tourism accommodation will be supported.  |
| Policy TO 4 | Golf courses and other forms of development that require extensive land areas will only be allowed in locations where environmental impact is low. They should be sited on non-agricultural land and where roads in the vicinity are adequate to carry an increased traffic flow. |
| Policy TO 5 | Proposals for hotels, guest houses and other service accommodation will normally be permitted along the coast and within built up areas.  |
| Policy TO 6 | Tourism facilities will be accommodated in areas where man-made features are developed as attractions.  |
| Policy TO 7 | Service facilities will be allowed in conservation areas.   |

#### TELECOMMUNICATION

The growth in communication technology has given rise to the erection of antennae and satellite dishes in several areas across the parish. It is important that both the townscape and the countryside be protected from a proliferation of these structures thereby lowering the environmental quality of the areas. Where satellite dishes, microwave antennae, radio masts and other telecommunications apparatus have to be installed on buildings or other structures, they should be sited so as to minimize any effect on the external appearance of the building or other structure. The possibility of sharing facilities when they are located on buildings or structures or in other areas of the parish should be explored before new sites are considered.

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| Policy 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. |
| Policy TELE 2 | The planning authorities will facilitate the installation of cable television in new Residential, Resort and Commercial development where this is feasible.   |

#### GENERAL DEVELOPMENT POLICIES

In addition to the Sectoral policies, which deal with a specific kind of development there are a number of policies which can be applied generally. These will be relevant in considering applications throughout the Parish.

In dealing with development applications the planning authorities 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. Advertisement Control will be in accordance with the Town and Country Planning (Control of Advertisements) Regulations, 1978.

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- Policy GD 1            The Planning Authorities will not give approvals:
- (a) For major residential development outside of urban built up areas except to satisfy a local demand.
  - (b) For development which will destroy the environment or which will sterilize or destroy the enjoyment of an important resource.
  - (c) For 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.

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.

Inadequate or poorly located storage facilities for waste can affect the amenity of neighbouring property resulting in materials on public areas causing health and safety problems.

Policy GD 3            All developments will be required to provide for the collection, storage and disposal of waste materials.

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 4            The local authority will 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 5            Existing recreational open spaces will be safeguarded in all developments and where appropriate new areas will be provided or permitted.

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 he is 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 are in conformity with the policies in this order.

Although St. Ann is a parish with a considerable amount of streams, because of the limestone geology they are along the coastal areas. It is therefore impossible to serve communities in the elevated areas with piped water except at exorbitant cost. These areas will have to rely on water provided in catchment tanks whether on an individual basis or in large community tanks.

Policy GD 7            Developments taking place within the interior of the parish and at elevations where it will be difficult to supply them with piped water from wells, rivers, and springs should make adequate provision for the collection of rain water to supply their needs.



## THE DESIGN OF NEW DEVELOPMENTS

Normally the design of new developments should be of a high standard and be in sympathy with the nature and character of the area in which they are to be located. The layout of building areas including density, spacing, grouping and orientation will be considered in the grant of permission.

All new developments to which the public will have access should also take the needs of disabled people into consideration.

Policy GD 8                      New developments will only be approved where the infrastructure and amenities are available.

Policy GD 9                      Planning permission will not normally be granted for any development which would have a significant adverse effect upon the amenity and privacy of adjoining properties.

Policy GD 10                     Major new developments will normally be required to provide safe and satisfactory on site parking facilities in accordance with Appendix 7 and the designs standards in Appendix 9.

Policy GD 11                     All new shopping centres and other facilities to be used by members of the General public should be equipped with public sanitary conveniences.

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

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

Policy GD 13                     Planning permission for Resort, Town House and Apartment developments will normally be required to include Landscaping proposal plans in their submission.

Policy GD 14                     New developments will be expected to conserve existing wildlife features and encourage the creation of appropriate wildlife habitats.

Policy GD 15                     Developments shall be required to dispose of storm water runoff from roofs and properties on their property or under the sidewalk. No permission will be given for such storm water run off to be disposed of unto the surface of the sidewalk.

Policy GD 16                     All single family detached dwellings shall be required to set back a minimum of 1.2 metre or suitable distance as may be determined by the planning authority from 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.
- Policy GD 17 In areas where caves, sinkholes or grottos are present sewage shall not be disposed of into these conduits, but by a satisfactory method approved by the relevant authorities.
- Policy GD 18 During the construction stage of a development all possible source of fugitive dust generation should be sprinkled to avoid the dispersion of dust to surrounding areas. Trucks transporting construction materials are to be covered.
- Policy GD 19 Mixed use development of residential and commercial or institutional purposes may be allowed in areas zoned for commercial activities. The total amount of development shall not exceed that permitted for commercial development.
- Policy GD 20 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.
- Policy GD 21 Where applications are environmentally sensitive they will not be considered in outline by the planning authority.

#### NEW SETTLEMENTS

The settlement strategy 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 however, 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 22 All proposals for new settlements should include the necessary social amenities and physical infrastructure and facilities needed for the residents.
- Policy GD 23 All new settlements should be served by its own system of roadways with access on to a main thoroughfare through which transportation links can be made with other areas of the parish.
- Policy GD 24 All utility services where possible in new settlements should be installed under ground with acceptable identification markers.
- Policy GD 25 The subdivision of land will be guided by the relevant Housing Policies and the other guidelines and requirements in the Appendices 12 and 13.

#### THE UNDEVELOPED COAST

The coastal area of St. Ann lies between White River to the east and Rio Bueno to the west. The undeveloped portions are mainly the sections on the southern side of the main road from



Bengal Bridge to Discovery Bay, between Discovery Bay and St. Ann's Bay (except for a small development at Chuckka Cove) and between St. Ann's Bay and Ocho Rios. These areas consist of mainly agricultural lands and large deciduous forest stands and shrub covered areas.

The objective of the policies is to protect as much as possible the existing natural character of the undeveloped coastline including coastal rock formations, wetlands, flora and fauna, caves, etc.

- Policy UC 1                      Development along the undeveloped coast will only be allowed if such proposals would not be detrimental to the environmental quality of the surrounding areas, or if it is in close proximity to a service centre or adequate services.
- Policy UC 2                      Recreational development will be premitted in locations where it can best serve both residents and visitors or where it preserves an area of natural beauty or historic interest.
- Policy UC 3                      Building and structures shall be located in such a way as to avoid any adverse effect on the general character of the existing coastline in the area in which it is to be located.

The section of the coast from Rio Bueno to Discovery Bay consists of areas with trees and other coastal vegetation which are of scenic value. Since the area is predominantly of limestone out-crop, the type of vegetation existing would have established itself over a period of many years and would take a long time to be re-established if destroyed.

- Policy UC 4                      Only those forms of development which will not result in any significant alteration to the existing topography or any reduction in significant stands of vegetation will be premitted.
- Policy UC 5                      No development will be allowed in these wooded areas which would adversely affect the homogeneity or integrity of these areas.

Agriculture plays an important role in the economy of the parish. Next to the Cave Valley area the lands most suitable for sugar cane are located along the coast especially in the Laughlands area. There is also good grazing lands as can be seen by the established pastures. Stands of pimento, one of the noted crops in the parish, can also be found in the Bengal area.

- Policy UC 6                      Agricultural lands of high value are to remain as such and should not be converted to housing and resort development except in extenuating circumstances.
- Policy UC 7                      The topsoil or topography of agricultural land along the coast should not in anyway be altered so that agricultural productivity is adversely affected.
- Policy UC 8                      No development will be permitted in locations where the realization of such projects will involve the large scale removal of trees which are of economic value.

A large portion of the development along the northern coastal area is for resort puposes. While most of those along the St. Ann Coast are located in the built up area there are a few outside. However, there are areas of the undeveloped coast such as Bengal, areas adjoining Discovery Bay and to the east of Runaway Bay, which could accommodate resort development.

Policy UC 9                    Permission for hotel or resort development will only be given where the proposal involves the construction of worker housing in Phase I of the project.

Policy UC 10                  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.

There are certain industries which by their nature will require a coastal location. Some examples of these are aqua-culture, solar plants, and the generation of electricity using energy from the sea. Interest has been displayed in establishing such an industry in the Pear Tree River area.

Policy UC 11                  Development proposals for the establishment of industries such as aqua-culture which will not impact adversely on the coast will be supported.

The undeveloped coast is of great significance from a scientific and recreational point of view. Development will be assessed for their impact on the undeveloped coast and will not be supported if detrimental to the area.

Policy UC 12                  Development will not be permitted along the undeveloped coast if it materially detracts from the unspoilt scenic quality or scientific value of the area.

Policy UC 13                  The scenic coastal strips seaward of the main road between Dunn's River Falls and Bull Point should be preserved for the enjoyment of travellers hence developments in this area would therefore be limited to those which would maintain a clear unobstructed view of the sea and being no more than two floor in height.

#### RURAL AREA POLICIES

The rural area of St. Ann contains unique environmental qualities and beautiful landscape features which should be protected. There are vast areas of pastureland with great houses and redundant agricultural buildings which could be restored or converted to restaurants *et cetera* as some form of attraction to local and foreign visitors. The parish is also rich in mineral resources such as bauxite and whiting which are mostly in the rural area and which have to be protected in the national interest.

There is an abundance of caves, some of which are occupied by bats. Dry Harbour Mountains is the habitat of the Jamaican Boa. Agriculture is predominant and is the main source of income for the rural dwellers.

Although centres have been identified for growth, based on the level of infrastucture *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 services available. In such instances development will have to be sympathetic with the surrounding area.

Policy RA 1 New housing development in rural area will be restricted to the existing built confines of villages except in situations where it could be easily lined with other existing development.

Policy RA 2 Extensions to existing building in the rural areas to accommodate guest houses or tourist attractions, will normally be supported provided there would be no adverse effect on the character of the building or the locality.

The natural trend to change the less productive land in rural areas into housing development has led to development pressures within the rural fringe areas.

Policy RA 3 Planning permission will not normally be granted for development which is unrelated to the needs of agriculture, forest, mining, and recreational uses in areas where these have been identified as the established activities.

The parish has limited lands which can be used for the production of sugar cane. These are located along the coast and in sections of the Cave River Valley. The remainder of the Cave River Valley, however, and the eastern section of Pedro Valley (Claremont area) is good pasturelands.

Policy RA 4 Areas of special significance for agriculture will be given priority to the needs of agriculture except in circumstances where they are designated as protected areas.

Policy RA 5 Development which will cause a loss of agricultural land will not be permitted unless the need for such developments override agricultural considerations and no alternative site is available.

Policy RA 6 Planning permission will be given only for the conversion of large farms into viable farm units.

Sometimes an area may appear to be developed because of the number of buildings existing in the location. However, this has to be viewed against the background of the character and appearance of the countryside and the potential for setting precedents.

Policy RA 7 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 RA 8 Small scale businesses such as craft centres, souvenir shops, etc. will be allowed in and adjoining the built up area of villages and small towns where these are appropriate to the scale of the settlement and would not be detrimental to the amenity and character of the area.

There are sites such Nine Miles where Bob Marley is buried which are tourist attractions. These are located in isolated areas where local services are not readily available. To facilitate visitors it is essential that small restaurant and souvenir shops be established in these localities.

Policy RA 9 Small scale commercial activities such as restaurants and souvenir shops will be permitted in areas where historical and cultural attractions are located.

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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 St. Ann that fall into this category.

Policy RA 10            The conversion of buildings of historic and architectural importance to provide accommodation for new business services will be permitted if this is necessary to preserve the life of the building.

Policy RA 11            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.

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 or will want to do so, provision will therefore have to be made to satisfy such local housing needs which will cater to local people and returnees only.

Policy RA 12            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 range from small areas for playfields 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.

Policy RA 13            Planning consideration will be given to applications for golf courses and other uses that will require large land areas where:

- (i) The development will not result in the appreciable loss of good agricultural land.
- (ii) The proposal would not have an adverse impact on areas designated for conservation and other environmental purposes.
- (iii) The proposal would not have an adverse impact on historic buildings.
- (iv) Roads in the vicinity are adequate to carry any increased traffic flow.

Policy RA 14            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.

With the growing number of environmentally conscious groups now in existence it is of particular importance that woodlands and other conservation areas be preserved. Preservation involves the retention of all members of a species of tree, shrub, water supply and access to these areas may be on a controlled basis.

Policy RA 15            Protection will be given to areas of woodland and trees especially those identified in the conservation areas of Mount Diablo, Scarborough Mountain, Pedro River, etc. 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 of the parish are in the "public domain", that is, they are visible from locations such as roads, vantage points etc. The road leading from Lower Buxton to Alexandria and from Alexandria via Cedar Valley and Alderton through Claremont to Bamboo is one such area. The characteristics of such areas should be protected for the continued enjoyment of the public.

Policy RA 16                      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 for both visitor and local appeal and should therefore be protected.

Policy RA 17                      Development proposals involving caves or proposals located in the vicinity of caves will only be allowed if they have no adverse environmental or other effects on the caves.

Mining is an important economic activity in the rural area of St. Ann. There are vast deposits of bauxite and these have to be protected so that they can be exploited not only for the benefit of the parish but nationally. Quarry activities are also carried on in some areas, and precautionary measures will have to be taken in their operation.

Policy RA 18                      No permission will be granted for development which will in anyway sterilize or render known mineral deposits unworkable.

Policy RA 19                      All mined out lands are to be restored to an appropriate after use state when mining is completed.

Policy RA 20                      No permission will be given to operate quarries unless these are located in quarry zones.

Policy RA 21                      The operators of quarries will be required to complete operation and restore the land in the shortest possible time.

Policy RA 22                      The quarrying of land will not be regarded as rendering the land suitable for development.

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

Policy 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 PFS 3                      The layout and design of all filling stations should be in accordance with the guidelines in Appendix 8.

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### OCHO RIOS LOCAL PLANNING AREA

*Description*

One of the major intentions of this Order is provision for the orderly and progressive development of that area described as the Ocho Rios Local Planning Area in the First Schedule hereto and which stretches from Reynolds Pier in the west to the White River in the east and extends southerly to include areas such as Colegate, Beecher Town and Union Pen.

In 1991 the Ocho Rios Local Planning Area had a population of 19,303 which represented an 8 per cent increase over the 1982 population of 17,860. The population growth rate during this period was 0.85 per cent per annum. Population growth in the Ocho Rios area slowed considerably in comparison to the 1970–1982 period when the area's population growth rate was 2.8 per cent per annum and the area experienced a 40 per cent increase in population. This area contains many of the parish resort developments and is also a major commercial centre for the parish. Traditionally the bulk of these urban developments have been located on the flat narrow coastal plain. However intense development pressure has resulted in more and more of the resort developments which initially had been concentrated mainly north of the main coastal road extending up onto the hills surrounding the plain. The bulk of the newer residential developments have also been occurring on the slopes as well.

Cruise shipping and the export of sugar and whiting are the major activities carried out at the Ocho Rios port.

### LOCAL PLAN FOR THE TOWN OF OCHO RIOS TRANSPORTATION

*Public Transportation Centre*

There is the need to provide safe and satisfactory off road parking facilities for public carriers and the commuters using public transport. The major site being used for mainly long distance out of parish trips at Shaw Park North has not been developed with the necessary facilities. In addition the bulk of the interparish trips originate from the roadway namely Main Street and DaCosta Drive.

Policy OT 1                      A public transportation centre is to be constructed on lands identified by the Urban Development Corporation (U.D.C.) at Mansfield to the rear of the Market.

### ROAD NETWORK

Traffic congestion and lack of adequate on site parking has become very commonplace in downtown Ocho Rios. Through and local area traffic are not separated and this adds to the chaos experienced on the main road.

Policy OT 2                      Access and egress onto the distributor road will be very limited in order to facilitate a smooth flow of through traffic and improve traffic circulation in the town.

Policy OT 3                      Through traffic will be encouraged to use the development road with limited cross over points to enter the local road network.



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- Policy OT 4                      Where feasible a continuous service road shall be provided by adjacent developments located along the development road to minimize the number of access points unto it.

#### SIDEWALKS

There is a lack of sidewalk facilities along the eastern end of Main Street and along other subdivision roads in the town.

- Policy OT 5                      Sidewalks should be provided where absent along main streets and roads heavily used by pedestrians.

#### PARKING FACILITIES FOR TOUR BUSES AND TAXIS

On cruise ship days taxis and tour buses park haphazardly along the main road in the vicinity of the Reynolds Pier thus creating a major traffic problem for the other motorist using this roadway.

- Policy OT 6                      A suitable parking site is to be developed to accommodate the tourism related traffic and thus remove it from the roadway in the vicinity of Reynolds Pier. This site preferably should be developed on reclaimed land at Reynolds Pier.

#### PARKING FOR COMMERCIAL AND OTHER URBAN DEVELOPMENTS

The Ocho Rios area suffers from a lack of adequate parking spaces both on and off site in the urban core. Many commercial and public buildings have none or grossly inadequate parking facilities.

- Policy OT 7                      New commercial and other urban developments shall be required to provide adequate on site parking facilities or where feasible a private car park on an alternate site in a suitable and accessible location to the development.

- Policy OT 8                      New commercial developments which require substantial car parking where adequate on site parking cannot be achieved to satisfy the parking requirements of the development will not be encouraged.

#### CONSERVATION

The area is one of outstanding natural beauty and biodiversity with ecosystems such as Fern Gully, the Marine Park, and the White River. Some beaches in the area are privately owned and thus are not accessible to the local populace. Hence those beaches which are in public ownership should be protected and maintained for the benefit of the local populace. The intensity and type of developments which have occurred have placed a strain on some of the ecosystems in the area and consequently efforts have to be made to protect, enhance and preserve the region's natural resources.

- Policy OC 1                      Fern Gully and the Ocho Rios Marine Park are to be fully developed as conservation areas with the relevant legislation being strictly enforced. In the case of Fern Gully the removal of vendors from the gully and a ban on the removal of the native vegetation from the gully will be vigorously enforced.

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- Policy OC 2                      Planning permission will not be given for developments which will adversely affect the flow of water of the Dunn's River Falls or which would adversely affect the springs in the Ocho Rios area.
- Policy OC 3                      Planning permission will not be given for developments which will render the Turtle Bay and Sailor's Hole beaches inaccessible to the use of the local populace.

#### URBAN ECONOMY

The urban economy of the Ocho Rios area is very dependent on the tourism industry. There is a need to provide alternative forms of employment in order to lessen this dependence on tourism. Nevertheless however it is recognized that tourism will continue to play an important role in the town's economy.

- Policy OUE 1                      Light industrial parks will be encouraged in Ocho Rios to provide employment in data transfer, garment manufacturing and warehousing. These parks must be designed to be compatible with the resort nature of the area and be located in the areas identified for them such as at Mansfield along the distributor road.
- Policy OUE 2                      The site identified at Shaw Park south beside Brook Green for the relocation of the U.D.C. Craft Market presently beside the Ocean Village Shopping Centre is to be developed to a high aesthetic standard and in consultation with residents of surrounding schemes.
- Policy OUE 3                      Additional market facilities and parking area will be developed at the Ocho Rios Municipal Market on the available land space to the rear to deal with the problem of chronic overcrowding.
- Policy OUE 4                      New port related activities that will not conflict with the present use of Ocho Rios port as a major tourism and a commercial port will be encouraged so long as parking requirements, height restrictions, and landscaping of a very high standard can be accommodated in any proposal.



## TOURISM

Tourism plays a major role in the economy of the Ocho Rios area. Direct employment in the accommodation subsector of the tourism industry grew by 201 per cent between 1982–1992. The position of dominance formerly held by Montego Bay with respect to the level of employment in the accommodation subsector was attained by Ocho Rios in 1990. Ocho Rios is a major port of call for cruise ships and received 73 per cent of the cruise ship passengers visiting Jamaica between 1989–1992. Stopover visitors are also an important component of the town's tourism industry and between 1989–1992 more than 25 per cent of the stopover visitors entering the island were destined for Ocho Rios.

## Policy OTO 1

Tourism development shall be encouraged in areas with existing resort use and shall not be allowed to contribute to a large scale reduction of agricultural potential in the area.

## Policy OTO 2

In order to preserve the scenic beauty of the area on which it's tourism industry is based no development will be permitted that will block any outstanding views. For example the area north east of Dunn's River Falls.

## Policy OTO 3

Developments that will cause major pollution problems to the area's fragile eco-systems such as Fern Gully, White River, and Ocho Rios Bay will not be allowed unless the effects can be reduced to acceptable levels which will not harm the environment.

## SOCIAL AMENITIES

The general inadequacy in the provision of certain social facilities such as schools, health care institutions and cemeteries in the Ocho Rios local planning area has adversely affected the social well being of the population and has placed great stress on the existing facilities.

The public cemetery in Ocho Rios is full and consequently there is a need for additional cemetery space.

## Policy OSA 1

The existing public cemetery in Ocho Rios is to be extended to adjacent lands to the rear owned by the Parish Council.

Ocho Rios Primary School suffers from chronic overcrowding as the existing plant is unable to accommodate the students who attend this institution and thus enrollment greatly exceeds the capacity.

## Policy OSA 2

The site identified by the Urban Development Corporation at Mansfield consisting of 2.97 Hectares for a new primary school should be developed for that purpose.

At the Ocho Rios branch library there is inadequate space at the rented premises to house the collection of material and facilitate usage of the reference material. The town also lacks a cultural centre.

## Policy OSA 3

The present site of the Ocho Rios Primary School is to be used for a Branch Library and a Cultural centre when the school is relocated.

## HOUSING

Residential squatting is a feature of the area. Land prices are high and consequently those individuals earning at the lower end of the income scale are usually unable to afford land and units built by the private and public sectors. In addition to this some of the units built by the public sector are being used for resort purposes. There are many vacant lots in subdivisions in the area with the White River Estate subdivision for example having more than 114 vacant lots.

One of the objectives of the National Shelter Sector Strategy is to achieve greater involvement of the private sector developers in the low income segment of the housing market.

- Policy OH 1
- (a) In the sections of White River Estate and Content Gardens subdivision which are included in the proposed extension of the Ocho Rios sewerage system where infilling is feasible and appropriate the acquisition of contiguous groups of vacant lots by private developers should be encouraged. This should be done after the relevant environmental studies have been undertaken to assess the impact of higher density development.
  - (b) A mix of housing types including starter units, semi-detached units and townhouses or any other appropriate types of housing solution may be permitted in this area.

The housing land resources of the Ocho Rios local planning area have to be carefully used since land is a finite resource and in the tourism based economy also a very expensive resource. While recognizing the need to maximize the use of this resource care has to be taken to prevent grossly overcrowded living conditions (concrete jungle) and to prevent overdevelopment especially in low income residential developments.

- Policy OH 2
- (a) Densities in the urban core of that area generally north of the present main road and inclusive of Brook Green and Mansfield Meadows shall not be permitted to exceed 250 hrh (i.e 100 hra) for resort and resort apartments and must not adversely affect the character of existing single family residential developments.
  - (b) Maximum densities in places such as Crane Ridge, Content Gardens and Buckfield should be 125 hrh (i.e 50 hra) and this density will not be allowed where it is incompatible with the character and interests of surrounding developments.
  - (c) Elsewhere in the more urbanized sections of the area outside of the sewered area a maximum density of 75 hrh (i.e 30 hra) is recommended provided that safe and satisfactory methods of sewerage disposal can be achieved and that the interests of neighbouring developments and character of the area are not being compromised and that adequate parking and private outdoor space can be provided.

In the tourism based economy of Ocho Rios the provision of land at an affordable cost to low income housing seekers by private developers is practically impossible based on the economics of the land market. Completed traditional units done by the public and private sectors are also unaffordable in terms of cost to the bulk of those seeking residential accommodation at the lower

end of the income scale. These factors contribute to the residential squatting problems experienced in the area. There is therefore a need to provide land and units which will assist in curtailing the residential squatting problem.

Policy OH 3           The bulk of the provision of shelter solutions by the public sector for those at the lower end of the income scale, shall be in the form of serviced lots and starter units. Government owned lands at Belmont Pen and Mansfield have been identified as areas where serviced lots should be provided.

#### RURAL ECONOMY

Agriculture has traditionally been an important pursuit in the outlying areas of the town. Developmental pressures will if not carefully monitored, result in more and more of the agricultural lands being converted to non-agricultural use. In the Healthy Hill, Great Pond, Pimento Walk, Upton, Bonham Spring area some of the lands which had been in pimento or cattle rearing or both are now being used for urban purposes some of which are connected to the tourism industry. The Ocho Rios area falls within a part of one of the island's main pimento belt. There is also a recognized need to diversify the economic base of the Ocho Rios area and thus lessen its dependence on tourism. The promotion of agricultural activity in the area is considered to be a viable method of promoting diversification.

Policy ORE 1           Lands with viable stands of pimento, with pimento which can be resuscitated or which has good potential for improved pasture or cattle rearing activities will be deemed to be agricultural lands and there will be a presumption against non-agricultural development or any development which will reduce the agricultural potential of such lands.

Policy ORE 2           Any change of use from agricultural to urban development will only be considered after careful analysis of the situation to see how this change of use would affect the viability of surrounding agricultural properties and whether the requisite infrastructure is present in the area to support urban development.

#### MINING

The dominant geology of the area is limestone. Whiting which is a high grade white limestone exists as discrete pockets mainly on the outskirts. The area lies outside the bauxite belt of St. Ann. Although no mining of Bauxite or Whiting occurs in the Ocho Rios area the Reynolds Pier has been a major point of export for bauxite until the closure of Reynolds bauxite plant in 1984. Since then whiting deposits are mined and are being exported from Ocho Rios.

Policy OM 1           The export of whiting and other minerals inclusive of bauxite pellets shall be encouraged from the Reynolds Pier in Ocho Rios so long as efforts are made to prevent pollution of the marine environment which is an important asset in the tourism industry.

Policy OM 2           Encouragement will be given to the development of whiting deposits located at the southwestern boundary of the Ocho Rios area at Colegate and Beecher Town where it can be shown that exploitation of these

deposits will not have a negative impact on the environment for example the Fern Gully area and tourism potential of the area.

#### ENERGY

The demand for electricity in the Ocho Rios area has risen considerably in recent years in keeping with the pace of development in the area. To keep abreast of the increasing demand envisaged in the future when major proposed developments such as Crane Ridge, Columbus Heights and Mansfield II along with vacant subdivision lots are developed it will be necessary to provide additional capacity.

- Policy OE 1                    The site identified at Mansfield Close to the Ocho Rios fire station for a proposed 25 mega volt ampere (mva) Jamaica Public Service substation shall be retained for this purpose or a suitable alternate site provided.
- Policy OE 2                    In order to protect the flow of water in the White River which is used for the provision of hydroelectric power, developments upstream which will reduce or otherwise have a negative impact on the flow of the water in these rivers will not be allowed.

#### WASTE TREATMENT AND DISPOSAL

A central sewerage system exist in the central core of Ocho Rios where the major Urban Development Corporation hereinafter referred to as "U.D.C." developments are located. This scheme is slated for expansion and will be able to accommodate sewage from a larger section of the urbanized area. Notwithstanding the extension some sections of the Ocho Rios area will still not be served by central sewerage facilities.

- Policy OWT 1                    In the sewered area all developments shall eventually be required to connect to the central sewage system. No extensions to existing buildings or construction of new buildings will be permitted unless connected to the central sewage system.

#### ST. ANN'S BAY LOCAL PLANNING AREA

##### *Description*

The intent of this section of the Order is the orderly and progressive development of that area described as the St. Ann's Bay Local Planning Area in the First Schedule hereto and which stretches from Priory in the west to Cave River in the east and extends southerly to include areas such as Charles Town, Dawson Town, Chalky Hill, Davis Town and Breezy Hill.

Population growth in the St. Ann's Bay Local Planning Area was fairly modest between 1982-91. Nevertheless the population growth rate of St. Ann's Bay was higher than that of Ocho Rios for the corresponding period. The area's population increased from 12,258 persons in 1982 to 15,798 by 1991. St. Ann's Bay growth rate of 2.9 per cent per annum during this period exceeded the 1.8 per cent per annum growth it experienced during 1970-82.

St. Ann's Bay is the parish capital of St. Ann and the main administrative centre in the parish. The growth of Ocho Rios has affected the primacy of St. Ann's Bay as the major commercial centre in the parish.

The St. Ann's Bay area has a rich historical past dating back to the pre-Hispanic era. Evidence of this historical heritage can be seen in the built environment and in the artifacts found in the St. Ann's Bay area.

Construction of the A. G. R. Byfield Highway in the 1970's to route through traffic out of the town centre has resulted in St. Ann's Bay losing its port functions with the closure of the remaining wharves.

## LOCAL PLAN FOR THE TOWN OF ST. ANN'S BAY TRANSPORTATION

### PUBLIC TRANSPORTATION CENTRE

There is no public transportation centre for the use of buses and public taxis in the town. A chaotic parking situation on the roadway which interferes with the smooth flow of traffic therefore obtains. The site which had been used to provide off road parking at the corner of Bravo Hill and Main Street is now required by its owner's for development.

Policy ST 1                      Lands identified between Harbour Street and the A. G. R. Byfield Highway by the local authority shall be developed as a public transportation centre with the necessary sanitary facilities for the commuting public.

### ROAD NETWORK

The A. G. R. Byfield highway was constructed to facilitate the free flow of through traffic since travel along Main Street had become very time consuming for through traffic. As a consequence limited access and egress points were constructed onto this road from the lesser roads in the hierarchy.

Policy ST 2                      New developments along the A. G. R. Byfield Highway shall be required to obtain access to and egress from existing subdivisions roads 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 and egress be allowed unto the highway.

### PARKING

Parking spaces for cars and other private vehicles are difficult to find and in adequate in the urban core. This situation has been aggravated by the increase in motor vehicle ownership. Many commercial and other development often do not provide any on site parking and hence much parking occurs on the streets adding to the congestion experienced in the urban core. In fact in the older section of the town many of the developments had been constructed prior to the advent of the motor vehicle as a major form of transport and hence no provision could have been made for parking.

Policy ST 3                      Except for those cases in the town centre where it may not be practical nor feasible for developments to provide adequate on site parking all new developments shall be required to provide adequate on site parking for customers.

## CONSERVATION

The St. Ann's Bay area contains the site of one of the earlier Spanish settlement in the New World, called Sevilla Nueva. Some ruins and artifacts from the Spanish period exist in the area around Seville. The history of this area predates the arrival of the Spaniards with the Tainos having settlements in the St. Ann's Bay local planning area at Seville and Little River (Drax Hall area) before Columbus' landfall in 1504. The English period of occupation since 1655 has added to this rich historical heritage with many structures or buildings of architectural and historic significance being built during British rule. The birthplace of Marcus Garvey Jamaica's first national hero is located in St. Ann's Bay.

Policy SC 1 Change, alterations, extensions or new developments which will adversely affect the character and streetscape of the historic core in the Church Street, Market Street, Main Street, Harbour Street, Wharf Street, Musgrave Street, Church Crescent, Royes Street, Bravo Street, Bravo Hill area shall not normally be allowed.

Policy SC 2 Development that does not preserve and enhance the special character and environs of those historic monuments, site and buildings protected under the Jamaica National Heritage Trust Act will not be allowed.

Policy SC 3 The Seville area has been deemed by scholars and historians as a major historic site of the Americas. A section of Seville has been identified as a heritage park and has been designated for historical recreational use. Any development which would be incompatible with this designation will not be permitted.

The Windsor Spring located on the west bank of the St. Ann Great River has one of the highest concentration of dissolved minerals in the island. This hot spring emits methane and other hydrocarbon gases. The use of the water for therapeutic purposes can be considered as an added facet to the tourism industry of the area.

Policy SC 4 When considering proposals for developments in the Windsor area attention will be given to safeguarding the Windsor hot spring.

The Dunn's River watershed area is important to protect the integrity of the Falls and to maintain the green corridor between Ocho Rios and St. Ann's Bay.

Policy SC 5 Dunn's River watershed area in view of its importance in maintaining the integrity of the world famous falls shall be a conservation area and will form a part of the green corridor between Ocho Rios and St. Ann's Bay.

## URBAN ECONOMY

As the major administrative centre in the parish many public sector jobs are in the St. Ann's Bay area. Available figures show a dominance of service sector employment. Unemployment is high in some of the areas suffering from urban blight in or near the urban core and in squatter settlements in the local planning area. There are some old warehouses which had been in use when the town still had port functions which are now mainly derelict. Industrial development and



agro-industrial enterprises are few in this subarea. Tourism development albeit on a more limited scale than in Ocho Rios occurs in some sections of the subarea. Commercial development in the St. Ann's Bay subarea while experiencing some growth in recent years has tended to lag behind that of the Ocho Rios area. A diversified economic base providing a wide range of employment opportunities for residents is necessary for the sustained and balanced development of the area.

- Policy SUE 1                      Employment generating opportunities which intend to utilise the vacant and derelict warehouses in the urban core will be promoted and a change of use of such sites to non-employment generating activities will not normally be allowed.
- Policy SUE 2                      Small business enterprises will be promoted at suitable locations with access to the necessary infrastructure and facilities in an attempt to provide employment opportunities for residents.
- Policy SUE 3                      New developments will not be supported in the Seville area that will adversely affect the character and environs of the heritage park as a necessary major historic and recreational area for cultural tourism.
- Policy SUE 4                      Agro-industrial developments will be supported in area identified for industrial use in an attempt to broaden the areas economic base.

#### TOURISM

The major resort development in the local planning area are located in the eastern section of the town and includes Sandals Dunn's River, and resort cottages at Mammee Bay. A large section (301 hectares) of the Drax Hall Property located in the east just outside of urban St. Ann's Bay is also being developed for resort and residential purposes. In the central St. Ann's Bay area there is the High Hope Estate. There is a potential for growth in the tourism industry in the area. This growth however has to be carefully controlled in order to avoid the problems created by unbridled growth and overdependence on one sector.

- Policy STO 1                      New tourism developments will normally be supported in those areas where resort developments are concentrated and agricultural land will not normally be permitted to be used for resort purposes unless it can be shown that the agricultural potential of the land will not be adversely affected.
- Policy STO 2                      The Seville heritage park will be promoted to add a greater cultural dimension to the tourism product of the parish and as a source of employment for some of the area's residents.

#### SOCIAL AMENITIES

The region's residents require access to certain basic social facilities and amenities in order to enjoy a balanced healthy lifestyle and improve their standard of living. Such facilities include health services, education facilities, post offices, parks, fire services, libraries, community centres among others. There are problems with the availability of some of these facilities due to overcrowding and inadequate provision.

The location of major community open spaces and public sport facilities in the St. Ann's Bay area at Lawrence Park, St. Ann's Bay Oval highlights the problems encountered in ensuring that major population concentrations are adequately served by such facilities. At present the Mammee Bay, Greenwich Park, Steer Town area which have witnessed significant population increased presently lacks a major public community park and sport facility with landscaping and adequate facilities and well maintained for the population to use and enjoy. In view of the lack of funds on the part of the local planning authority in order to develop and maintain many public recreational facilities, a partnership with community and private sector interests will have to be forged.

- Policy SSA 1      The lands identified at Drax Hall to be used for a regional sport facility shall be developed for the recreational needs of the population of the parish.
- Policy SSA 2      The development of public open spaces in major new subdivisions by the developers with the necessary landscaping and recreational facilities will have to be undertaken in conjunction with other infrastructural works.
- Policy SSA 3      Non-recreational type activities will not normally be allowed on lands which have been allocated for recreational purposes unless an adequate and suitable replacement in an accessible location for the intended catchment population can be found and developed at no extra cost to the public coffers.
- Policy SSA 4      Buildings and facilities which are being constructed for recreational purposes shall be designed to be used for a wide variety of purposes in order to maximize the use of scarce resources.
- Policy SSA 5      Lands allocated in the Mammee Bay area in subdivisions for community recreational purposes shall be used to cater to the recreational needs of the local populace and for the construction of multipurpose community centres where appropriate.
- Policy SSA 6      Lands immediately adjoining the existing public cemetery in St. Ann's Bay to the west and a part of Windsor property shall be reserved for future expansion of the cemetery and will only be used for other purposes if a suitable replacement site can be identified and developed.
- Policy SSA 7      Landscaping of the central area of the town of St. Ann's Bay will be actively encouraged by requiring the planting of suitable vegetation and a small seaside park will be promoted north of the by-pass road mainly for passive recreation.
- Policy SSA 8      Encouragement will be given to the provision of an industrial training centre at the industrial complex at Seville geared towards the training of residents for employment in industry.

#### HOUSING

The provision of shelter by the public sector has been unable to keep pace with the demand for housing in the area from the low income groups. Formal private sector provision undertaken by



large developers has been geared usually towards the upper end of the housing market. The bulk of shelter provision in keeping with the tradition of housing provision in rural Jamaica has been undertaken by the informal sector. Squatter housing forms a part of this attempt by households to provide shelter for themselves. Living conditions in many of these units are unsafe and unhealthy placing a sizable proportion of the population at risk.

Availability of affordable land with infrastructure and the presence of adequate amounts of decent affordable housing units for the low income segment of the housing market poses a major problem. In order to combat the residential squatting problem publicly owned lands which can be used for housing will need to be sold to low income individuals on favourable terms and conditions.

Policy SH 1

In order to improve the housing conditions of the low income segment of the market support will be given to the promotion of serviced lots and starter units. Lands shall be reserved on government owned properties for low income housing and should be released on a timely basis to low income individuals in search of land to purchase for housing construction.

In some sections of the urban core especially with regards to some of the residential developments north of Main Street, Musgrave Street area, along the Gully Road and Winders Hill road many of the residential units are ripe for residential improvement programme.

However, any attempt at wholesale comprehensive urban renewal in an effort to improve the quality of the housing stock will result in massive dislocation of the present population. Such action would not be in keeping with government policy and effort to provide shelter for all income groups. Hence redevelopment will have to be done in a sensitive manner.

Policy SH 2

Residential improvement schemes will be encouraged in areas near to the town centre and non-residential uses will not normally be allowed on those properties presently being used for residential purposes.

The need for privacy between adjacent residential properties and the need to preserve and provide adequate natural light is being hampered by the practice of building unto or almost unto property boundaries.

Policy SH 3

New residential proposals must provide and maintain a reasonable distance between properties in order to preserve privacy and provide and preserve adequate natural lighting.

#### RURAL ECONOMY

In the rural sections of the area agriculture has played an important role in the economic livelihood of many families and the economy of the area. Development pressure coupled with the lack of serious agricultural production at some of the major properties has resulted in a decline in agricultural productivity at some of the major agricultural units. The area was well known for its cattle, pimento, and coconut properties.

There is a need to improve agricultural production in the area. Many former pimento properties are now mainly in ruinate with trees in need of resuscitation. Traditionally cattle rearing has been an important activity on some of the larger properties however, some of these pastures are now

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overgrown and in need of attention. It is very important that large scale urban development does not occur on all of these lands and render them sterile to future agricultural use. Drax Hall contained some of the best agricultural land in the St. Ann's Bay area.

- Policy SRE 1            Permission will not normally be given to development that will reduce the agricultural potential of major agricultural units unless it is related to the needs of agriculture, forestry and appropriate recreational uses.
- Policy SRE 2            Planning permission will not normally be granted for developments that will result in a loss of agricultural employment and which help to further restrict the areas economic base.
- Policy SRE 3            Tourism developments that are complementary, or otherwise not injurious to the agricultural use of land may be favourably considered on agricultural land.

#### MINING

Although no mining occurs in the St. Ann's Bay area three large deposits of hard limestone suitable for the construction industry occurs in the hills above St. Ann's Bay. The exploitation of these deposits will have an impact on the environment and economy of the area.

- Policy SM 1            Planning permission will normally be granted for exploitation of mineral resources in areas where it can be shown that such exploitation will not be deleterious to the environment and where appropriate restoration and community protection measures can be undertaken.
- Policy SM 2            Planning permission will not normally be granted for developments in areas immediately surrounding mineral deposits or in areas with known mineral deposits which will be required for exploitation on a commercial scale.

#### ENERGY

The Jamaica Public Service Company's Hydro-electric plant at the mouth of the Roaring River supplies electricity for the national grid. The Roaring River falls and the Roaring River hydro-electric plant are sustained by the strong and reliable flow of the river.

Electricity demand in the area has been experiencing strong growth as a result of the major developments which have been taking place in the St. Ann's Bay area.

- Policy SE 1            Planning permission will not be granted for developments in the upper reaches of the Roaring River which will result in the reduced flow of the river.

#### WASTE TREATMENT AND DISPOSAL

The absence of central sewerage system in the urban core of St. Ann's Bay area results in sewage having to be disposed of by methods which include septic tank and absorption pit, package plant, pit toilet and in some areas where basic toilet facilities are lacking such as in squatter settlements totally unsatisfactory and unhygienic methods are practiced. The pollution of coastal

resources and the spread of diseases are often associated with the unsafe disposal of waste from development activity in rural and urban areas.

- Policy SWT 1            In sewerred areas all developments shall be required to connect to the sewerage system.
- Policy SWT 2            Within urbanized areas outside of the sewerred areas the sewage disposal methods which will be permitted for developments include:
- (i)    septic tanks and absorption pits;
  - (ii)   ventilated improved pit latrine or pit latrine;
  - (iii)  any other safe and appropriate waste disposal technology as many be designed or developed from time to time.

#### WATER SUPPLY

The construction of rainwater catchment tanks for the satisfaction of domestic water requirements of households is fairly common in the more rural hilly section of the region where public piped supply is often unavailable.

- Policy SWS 1            The construction of rainwater catchment tanks shall be encouraged or required for residential and other developments in areas without public supply and in the hilly sections of the area.

#### DISCOVERY BAY LOCAL PLANNING AREA

##### *Description*

The Discovery Bay Local Planning Area as described in the First Schedule hereto extends from the coast in the vicinity of the Port Rhoades bauxite pier easterly to the Pear Tree Bottom River. The famous Puerto Seco beach is located along this coastal strip near to Port Rhoades. To the south the area includes places such as Hopewell, Helicon Village and Bridgewater Pen. In former years the southern section of the area was an important producer of Pimento however developmental pressure has resulted in a conversion of much of these lands to non-agricultural use. Provision for the orderly and progressive development of the Discovery Bay Local Planning Area is a major intention of this Development Order.

Discovery Bay has developed into a major resort area of St. Ann behind Ocho Rios and Runaway Bay. It is also an important residential area for the parish. The development of residential subdivisions in the area has resulted in a substantial increase in population with the area experiencing a growth rate of 7.6 per cent per annum between 1982-1991. Discovery Bay's population increased from 1151 persons in 1982 to 2231 persons in 1991. Much of the resort development in the area occurs on the landward side of the coastal main road near Puerto Seco Beach on the hills overlooking the sea.

#### PROPOSALS FOR THE DISCOVERY BAY LOCAL PLANNING AREA TRANSPORTATION

##### TRANSPORTATION CENTRE

There are no off road facilities in place for public passenger vehicles to use while unloading and offloading passengers in Discovery Bay. This is especially a problem for those routes which

go inland to places such as Brown's Town and Alexandria. The practice of operators on these route to pick up and let off passengers opposite the Police station in the vicinity of the gas station often adversely affects the free flow of traffic along the Brown's Town to Discovery Bay secondary road.

Policy DT 1 A public transport center shall be provided on lands identified for such purpose at Bridgewater Pen behind the gas station.

#### ROAD NETWORK—ACCESS AND EGRESS

Increased commercial development is occurring in Discovery Bay with shopping plazas being built along the main road. One of the newest Plaza is located opposite the Puerto Seco Beach. In order to prevent the obstruction of through traffic along the Rio Bueno—Runaway Bay main road, the vacant land almost opposite Puerto Seco Beach should have restricted access to the main road since this area has the potential to develop into a major commercial centre for Discovery Bay. In addition, elsewhere where adjoining or contiguous properties are slated for large scale commercial development, in order to assist the flow of through traffic access should be restricted or grouped. This should help to minimise the congestion and obstruction problems experienced elsewhere in built up areas along the St. Ann coast. Generally parking facilities are inadequate or completely lacking for much of the commercial developments along the main road and thus patrons park along the main road.

Policy DT 2 Any commercial development on the vacant land opposite the Puerto Seco beach shall be served by a service road. Where feasible this road should connect to the adjacent existing commercial development to the west.

Policy DT 3 Where feasible adjacent or contiguous commercial developments shall be required to be served by a single service road or by grouped access, thus restructuring the number of access and egress points unto the main coastal road.

Policy DT 4 New commercial developments along the main road or alteration to existing commercial developments shall be required to provide adequate and satisfactory on site parking unless such provisions can be satisfactorily met elsewhere.

#### CONSERVATION

Discovery Bay formerly called Puerto Seco or Dry Harbour with its horseshoe shaped harbour holds an important place in the country's history owing to its widely held regard as the site where Columbus first stepped ashore in Jamaica on 4th May, 1494. There is currently however, a widely held view that this distinction belongs to Rio Bueno which lies a few miles westward. Located in Discovery Bay is one of the island's most well known and famous coral reef community and the Discovery Bay Marine Laboratory. The ruins of Quadrant Wharf is present near the bauxite port at Port Rhoades just outside the boundary of the Local Planning Area while Columbus Park is located just outside.

The Puerto Seco public bathing beach is a much used bathing facility. Unlike many of the beaches used by residents along the St. Ann coast it has been well developed with necessary

facilities and is accessible to residents for a small fee. Consequently the intensity of use especially on public holidays may pose a threat to the carrying capacity of the beach.

In the Old Fort area there is a large stand of mangrove which will be affected by development pressure. Depressions filled with water in this area indicate that the water table is high along this section of the Discovery Bay coastline in addition to which the area is characterised by honeycomb rocks.

- Policy DC 1                      Planning permission will not be allowed for any development which will restrict the local populace use of the Puerto Seco public bathing beach or which will destroy the amenity of the beach.
- Policy DC 2                      Planning permission shall not be given for developments which will result in the wide scale destruction of the coastal mangroves which protect the area's coastline.
- Policy DC 3                      The monument commemorating Columbus' arrival at Quadrant Wharf in Discovery Bay shall as far as possible be preserved for the benefit of future generations. Hence planning permission will not be allowed for development along the old Folly beach area which will result in its alteration or demolition unless it can be shown that such development can occur without adversely affecting its integrity.
- Policy DC 4                      Planning permission will not be allowed for developments which will have a negative impact on the Discovery Bay conservation area.
- Policy DC 5                      Developments in the Dry Harbour Wharf lands will not normally be allowed unless it can be proven scientifically that such developments will have minimal impact on the habitat of the endangered Jamaican Boa and will not result in habitat destruction.

#### URBAN ECONOMY

Tourism plays an important role in the economy of Discovery Bay. Much of the resort activity is centred around the Puerto Seco Beach, the nearby Green Grotto Caves and Columbus Park. Like tourism the export of bauxite from Port Rhoades is very susceptible to the instability on the international marketplace. Hence diversification of the economy is important. The industrial sector in Discovery Bay has been affected by the closure of some industrial establishments. Roadside vending albeit on a small scale also occurs. Fishing is also an important sector of the economy. Although a Farmers Market is present almost opposite the Post Office a well developed market facility with stalls for craft vendors and well laid out parking facilities is needed.

- Policy DUE 1                      A market with space for dry goods and craft vendors and adequate parking facilities should be provided for the area. This should preferably be constructed on the lands where the existing farmers market is located or on vacant lands almost opposite Puerto Seco Beach.
- Policy DUE 2                      Light industrial developments which are compatible with the resort character of the area will be encouraged in Discovery Bay.

### TOURISM

One of the major economic sector of the area is tourism. The commercial developments in the area are geared mainly to serving the tourism market. Puerto Seco beach functions as a magnet to attract many local tourists who would otherwise not visit the area.

Policy DTO 1            Tourism developments shall be encouraged in areas where there are existing tourism developments.

Policy DTO 2            Tourism developments which seek to expand the range and type of facilities available to local tourists will be encouraged.

### SOCIAL AMENITIES

Discovery Bay lacks a health centre and fire station. Whilst community play fields exist at Old Folly and beside the Bridgewater Pen scheme a well equipped community centre which could be used for a town hall is lacking at either location. No public cemetery is present in the area.

Policy DSA 1            Provisions shall be made for the reservation of lands to satisfy the needs for communal facilities for residents of the area.

Policy DSA 2            The land at the community playfield beside the Bridge Water Pen scheme should be developed for a multi-purpose community centre and recreation area.

### HOUSING

Residential squatting which has created an eye sore along much of the St. Ann coast is limited in the Discovery Bay Local Planning area. The Old folly area is an area of poor quality housing and narrow roadways. At the same time the development of land for upper, middle and lower middle income groups has resulted in many substantial dwelling units being constructed by mainly private developers although the public sector has also been involved in the provision of shelter.

Policy DH 1            In an attempt to prevent the squatting problems experienced elsewhere in the parish government owned lands which become slated for housing shall be released on a timely basis to the housing sector specifically targeting the lower end of the housing market.

Policy DH 2            Residential density in new developments shall not exceed the existing low density which is being used for the area unless a central sewerage scheme is proposed for the development and even then although an increase in density may be allowed the density cannot be out of character with existing density for the surrounding area.

### CAVE VALLEY LOCAL PLANNING AREA

#### *Description*

It is one of the major intentions of this Order to provide for the orderly and progressive development of that area described as the Cave Valley Local Planning Area in the First Schedule hereto and which stretches from the Cave River (St. Ann/Clarendon parish boundary) in the south and extends westerly, easterly and northerly to include places such as Greenock and Higgin Town.



Cave Valley is said to have the largest livestock market in the parish. Albeit presently it is not as vibrant as in former years. The Cave Valley market's location on the flood plain of the Cave River is reported to have resulted in the past with it being covered with flood waters. Much of the urban development in Cave Valley occurs on the alluvial plain beside the Cave River. The area is predominantly a small farming community with coffee, cane and bananas being major crops grown. The area is located outside the mining belt of St. Ann.

### PROPOSALS FOR THE CAVE VALLEY LOCAL PLANNING AREA TRANSPORTATION

#### PUBLIC TRANSPORTATION CENTRE

There is no designated public transportation centre for the public passenger vehicles which serve the community.

Policy CVT                      A public transportation centre shall be located in Cave Valley.

#### CONSERVATION

An interesting historical feature in Cave Valley is a tall brick tower believed to be a relict from the slavery era. This serves as a landmark for the town. Located in the Cave Valley area is the Greenock forestry reserve. The Cave River which has been known to cause flooding in Cave Valley sinks underground in Cave Valley via sinkhole.

Policy CVC 1                      Planning permission shall not be given for development which will result in the wanton destruction of the areas forest.

Policy CVC 2                      Planning permission will not be allowed for developments in the vicinity of the sinkhole which would obstruct the underground flow of the river.

Policy CVC 3                      Planning permission will not normally be allowed for development which will result in the destruction of the landmark historic Brick Tower in Cave Valley.

#### RURAL ECONOMY

The cultivation of coffee, sugar cane, and bananas are important aspects of the agricultural economy of the area. Much of the agricultural activity occurs on the floodplain of the Cave River. The competition between agricultural use and urban development is especially evident in the central section of Cave Valley where some residential developments are occurring along the Cave River. Such developments however, are at risk from flooding by the Cave River.

Policy CVRE 1                      There will be a presumption for agricultural development along the banks of the Cave River.

Policy CVRE 2                      A change of use from agricultural to urban development along the banks of the Cave River in its flood plain will not normally be allowed.

#### WASTE TREATMENT AND DISPOSAL

The Cave Valley area does not benefit from garbage collection hence there is an unsightly unofficial dump near the commercial core. Elsewhere residential and non-residential garbage is disposed of indiscriminately and often ends up in the Cave River.

Policy CVWD 1            Garbage generated in the area shall not be permitted to be disposed of in the Cave River but instead should be recycled and where possible used in agricultural activities.

#### WATER SUPPLY

Rainwater catchment tanks are one of the most important source of water supply to residents of Cave Valley.

Policy CVWS 1            New developments shall be required to construct rainwater catchment tanks to provide for the satisfaction of water requirements.

#### ALEXANDRIA LOCAL PLANNING AREA

##### *Description*

One of the major intentions of this Order is the provision for the orderly and progressive development of that area described as the Alexandria Local Planning Area in the First Schedule hereto. This area stretches from Belle Grove in the west to Armadale and Wick in the east and extends to Green Hill in the north.

Alexandria experienced a population growth rate of 2.9 per cent per annum between 1982 and 1991. The Area's population increased from 1296 in 1982 to 1678 in 1991.

Active bauxite mining occurs in Alexandria and its environs. As a result of the rehabilitation of mined out lands in areas where mining has been completed improved pasture for the rearing of cattle and other livestock has been created. Farming also plays an important role in the economy of the area both in terms of livestock rearing and cultivation of crops such as yams, corn, banana and some coffee.

#### PROPOSALS FOR THE ALEXANDRIA LOCAL PLANNING AREA TRANSPORTATION

##### PUBLIC TRANSPORTATION CENTRE

Alexandria like many district centres in the parish is faced with the problem of on street paking by public passenger vehicles. The manoeuvring of these vehicles on the main thoroughfare of the township often creat a problem for other users of the road including the pedestrians.

Policy AT 1            Off street parking facility should be provided for public passenger vehicles and commuters.

##### PARKING FOR COMMERCIAL AND OTHER URBAN DEVELOPMENT

Major commercial developments are occurring in the Alexandria area. Yet parking for these two storey buildings is usually inadequate or non-existent. The increased motor vehicle ownership in the island which is also evident in Alexandria, and the increase in commercial floorspace suggest that major congestion problems will be experienced if provisions are not made for off street parking for new and existing commercial developments.

Policy AT 2            A parking area on mined out land in a fairly accessible location to the built up core of Alexandria shall be provided for off street parking.



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### CONSERVATION

Bauxite mining in the area has resulted in high scars dotting the landscape. Although rehabilitation of much of the mined out land has already occurred it is evident that more needs to be done in the restoration of mined out land. Although no forestry reserves are located within Alexandria there is a reserve at Ballintoy which is close by.

Policy AC 1                      Lands which have been used for bauxite mining near the centre of Alexandria in the Water Valley, and Belle Grove area shall where possible be restored in a sensitive manner to a state where they do not create an eyesore and can be used for other urban purposes.

Policy AC 2                      Where practical reforestation shall be undertaken in areas which have been denuded for bauxite mining.

### URBAN ECONOMY

Despite the increase in commercial developments in Alexandria the market facilities are in a state of disuse with no market activity occurring at the market site. There are also some abandoned old commercial buildings in the town which attest to a more prosperous period in its history. Notwithstanding the presence of these derelict commercial buildings commercial development which will provide a range of services to residents and to members of the surrounding communities will be encouraged in Alexandria. The rehabilitation of mined out lands near the centre of Alexandria will result in a substantial amount of public land which can be used for urban development.

Policy AUE 1                    Planning permission will not be given for the conversion of the market facility to a non-commercial use unless an alternative site can be identified for the location of a market.

Policy AUE 2                    Major new commercial developments shall be encouraged in proximity to the existing built up core.

Policy AUE 3                    Encouragement shall be given to the location of agro industrial enterprises on rehabilitated bauxite lands within the urban area.

### RURAL ECONOMY

Agriculture especially improved pasture is an important activity in mined out areas of Alexandria such as in Armadale and Wick. Improved pasture and cultivation is also a major activity outside rehabilitated areas. In contrast to the bauxite industry where much of the employment is held by individuals from outside the area, agricultural earnings tend to accrue directly to the residents of Alexandria. In addition agriculture provides employment for some residents.

Policy ARE 1                    Planning permission will not normally be given to developments which will result in a widespread loss of agricultural potential in areas with well developed and established improved pasture.

Policy ARE 2                    The removal of land with pimento from agricultural use to urban development will only be permitted in exceptional circumstances where it can be shown that such removal is unavoidable and necessary for the

future development of Alexandria and will not result in irreversible loss to the area's agricultural potential.

### MINING

Alexandria is located in an active bauxite mining belt and consequently mining is a major economic activity in the township. Areas close to mining operations experience noise and in some instances dust pollution. Agricultural activity however, can be undertaken in areas slated for bauxite mining until the lands are required for mining purposes.

Policy AM 1            Planning permission will only be given for developments in areas slated for bauxite mining if such developments will not render the area sterile for mining.

Policy AM 2            Planning permission will not be given for other uses in active mining blocks if such uses would be negatively affected by mining operations.

### WATER SUPPLY

Catchment tanks are the source of water supply for households and business places in Alexandria due to the absence of piped water. These vary from individual rainwater catchment tanks to Parish Council catchments. In view of the high cost which would be incurred in any attempt to provide piped water to the entire community the alternative method of provision has to be continued.

Policy AWS 1           All developments shall be required to be responsible for the provision of their water supply through the construction of rainwater catchment tanks.

## MONEAGUE LOCAL PLANNING AREA

### *Description*

A major objective of the St. Ann parish Development Order is to provide for the orderly and progressive development of that area described in the First Schedule hereto as the Moneague Local Planning area. The Moneague Local Planning area extends westward from the built up core surrounding the Old main road to include Grierfield and Phoenix Park and eastward to Riverhead.

Moneague had a modest population growth rate of 1.9 per cent per annum between 1982 to 1991. The population increased from 2888 in 1982 to 3185 persons in 1991.

Agricultural activity is an important aspect of the economy of the area and improved pasture is an important land use occupying substantial acreage. Most of the commercial developments are located in the old core along the old main road. However, a shift is now apparent in the location of commercial developments to the Moneague by-pass. Despite its location within the bauxite belt no active mining was observed within the boundary described in the First Schedule hereto. The Moneague lake, former Moneague Hotel now an educational institution and Moneague Tavern are amongst the areas' famous landmarks.

## PROPOSALS FOR MONEAGUE LOCAL PLANNING AREA TRANSPORTATION

### TRANSPORTATION CENTRE

The commercial core of Moneague does not suffer from the through traffic problems experienced by the other growth centres in St. Ann owing to the construction of the Moneague by-pass.

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Nevertheless the lack of a transportation centre for public passenger vehicles still creates a problem on the old main road and obstructs the traffic flow.

Policy MT 1                      A transportation centre shall be located in Moneague preferably in close proximity to the market.

#### ACCESS AND EGRESS TO MONEAGUE BY-PASS

Increased commercial developments have been occurring along the Moneague by-pass with the construction of a gas station and other commercial establishments. Although the gas station does not pose a problem to the flow of through traffic because of its access and egress arrangements, the purpose of the by-pass would ultimately be defeated if other existing developments and future commercial developments have access unto the by-pass.

Policy MT 2                      The Moneague by-pass shall be a limited access road and consequently commercial developments along this thoroughfare shall be required to obtain vehicular access and egress via a slip or service road and not directly unto the by-pass.

#### CONSERVATION

Moneague is an area of great natural beauty and lush greenery. In the east the Moneague Lake and the Rio Hoe provide a contrast to the scenery on the western side where there is a lack of surface water. A forestry nursery adjacent to the Military camp also adds to the ambiance of the area. There is a forestry reserve located just outside Moneague in the typical karst topography of cockpits and conical hills.

The Moneague Methodist church along the old main road, the Moneague Tavern and the Phoenix Park House are aspects of the built environment which also adds to the character of the area.

The Rio Hoe which supplies a part of the Moneague area with water has been polluted by leachate from the Haddon Dump which is located to the northeast of Moneague.

Policy MC 1                      Developments north of and in the vicinity of the Rio Hoe will not be allowed unless it can be shown that such developments will not have an adverse environmental impact on the quality of the water in the Rio Hoe.

The Moneague Lake has caused flooding in the area on several occasions after severe rainfall events due to the blocking of underground drainage conduits. Although the lake is largely ephemeral if developments are located on the flood plain they will be in danger of being inundated by flood waters when the lake rises above the normal level.

Policy MC 2                      Agricultural and conservation developments shall be encouraged on flat areas in the vicinity of the Moneague lake within the 1000 feet contour and urban development shall not be permitted in this area.

Policy MC 3                      Developments which seek to utilise the potential of the existing Moneague lake for conservation or recreation purposes will be encouraged.

Despite the loss of some of its trees some fine specimen of hardwood and pine trees are still present in the Forestry Department Nursery at Moneague. The nursery is also reported to contain some rare species of plants as well. There is the potential for the nursery to be used as a picnic or passive recreational facility in addition to serving as a nursery. Residential developments are encroaching greatly on the lands which were initially a part of the forestry nursery.

Policy MC 4

There shall be a presumption against the further reduction of the land attached to the forestry nursery for residential purposes. Thus planning permission will not normally be allowed for such developments on these lands and only in exceptional circumstances where it can be shown that there are no alternative sites which are suitable for residential purposes within or in close proximity to Moneague will any consideration be given to such proposals.

Several structures in the built environment such as the Moneague Tavern, the Lake House, Phoenix Park House, Grier House, Green Haven, The Paddocks and the Methodist Church and the former Moneague Hotel (now an educational institution) add to the architectural diversity and historical flavour of the area.

Policy MC 5

In order to preserve structures of architectural and historic significance, planning permission will not be permitted for developments which will result in the demolition, or alteration of, the Lake House and the Moneague Tavern without the prior consent of the Jamaica National Heritage Trust.

Policy MC 6

There will be a presumption against development which will result in the alteration of or the demolition of the former Moneague Hotel, Phoenix Park House, Grier House, Green Haven, the Paddocks and the Methodist Church.

#### HOUSING

Moneague has been developing into a dormitory suburb of Ocho Rios with the siting of housing schemes in the area to cater to the housing needs individuals who work mainly in the Ocho Rios area. Some of the housing developments have occurred at the expense of the lands which were previously a part of the Forestry Department Nursery. At the same time there is a need to prevent the dispersal of residential development unto areas with large tracts of improved pasture. The potential for damage from flood waters during periods when the Moneague Lake rises is a major concern for urban development in the area. Consequently major housing developments to the eastern section of Moneague cannot be encouraged.

Policy MH 1

Planning permission will not normally be allowed for the location of large residential developments in the area unless it can be shown that such developments are providing for the needs of residents and workers mainly and will not result in Moneague being an inland dormitory suburb of Ocho Rios.

Policy MH 2

There will be a presumption against the location of residential developments in areas with large tracts of improved pasture.

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- Policy MH 3 Residential developments will be encouraged in areas with existing residential developments.
- Policy MH 4 Large scale residential development shall not be allowed in the eastern end of the Moneague local planning area where it is likely to be at risk from flooding.

#### RURAL ECONOMY

Improved pasture is an important land use in the Moneague area. In some cases these pastures are on lands rehabilitated after the cessation of mining activity. A section of the Unity Valley Dairy a major dairy operation by ALCAN is located within the Moneague Local Planning Area. Although much of the land is not ideally suited for arable agriculture improved pasture with the subsequent rearing of livestock in Moneague is an important economic activity both for Moneague and for the country in its attempt to feed its populace. The cultivation of citrus, and food crops including corn, banana, yam, peas, and coffee are also important to the economy of the area.

- Policy MSE 1 Planning permission will not normally be allowed for the fragmentation of large holdings being used for improved pasture or other agricultural purposes into residential or other urban development.
- Policy MSE 2 In considering proposals for development unless it can be shown that fragmentation of large land holdings being used for good improved pasture (agricultural purposes) will not result in a loss of agricultural potential planning permission will not be allowed for such proposals.

#### MINING

Moneague is located in the Bauxite mining belt of St. Ann. Evidence of mining activity in the form of rehabilitated lands are seen on the edge of the boundary of the Planning area. Care therefore has to be taken to prevent mineral reserves from being further sterilised by urban activity.

- Policy MM 1 Planning permission will not be given for developments in the Moneague area unless the agency or agencies responsible for identifying and safeguarding the location of mineral reserves has given its approval for such proposals.

#### WATER SUPPLY

Piped water is available to some households in Moneague however, catchment tanks are still used by households mainly in the Phoenix Park area of Moneague.

- Policy MWS 1 Proposed developments in areas without a reliable piped water supply shall be required to construct catchment tanks with adequate capacity to provide for the water supply requirements of the development.

#### CLAREMONT LOCAL PLANNING AREA

##### *Description*

One of the main objectives of this Order is to provide for the orderly and progressive development of that area described as the Claremont Local Planning Area in the First Schedule

hereto. The Claremont Planning area stretches from Carion Mountain in the west and extends to Beechamville in the east and Ogle in the north.

Claremont experienced a low population growth rate of 1.2 per cent per annum between 1982 to 1991. Its population increased by 234 individuals from 1,987 persons in 1982 to 2,221 persons in 1991.

A wide range of commercial services, and professional offices are available in the district centre of Claremont.

Although no active bauxite mining occurs in the area, Claremont is located in the Bauxite mining belt of St. Ann and mining will eventually occur in Claremont and its environs.

PROPOSALS FOR THE CLAREMONT LOCAL PLANNING AREA TRANSPORTATION

PUBLIC TRANSPORTATION CENTRE

As a result of the absence of a public transportation centre in Claremont public passenger vehicles mainly use the roadway in the vicinity of the Post Office and a section of an adjacent lot. This use of the roadway and the lot by public vehicles often pose a problem to pedestrians and other users of the road.

Policy CT 1            A public transportation centre shall be located at a suitable site in Claremont on lands acquired for that purpose preferable near the Post Office.

PARKING FOR COMMERCIAL DEVELOPMENTS

There are almost no parking facilities for commercial developments in Claremont. Where provision is made the parking is grossly inadequate for the magnitude of commercial development and often unsatisfactory.

Policy CT 2            New commercial and other urban developments shall be required to make adequate and satisfactory provisions for off street parking to serve the needs of such developments.

CONSERVATION

Several depressions occur in Claremont. Some depressions are still largely forested with limited agricultural and residential activity occurring in them. As a result of the usual tendency for flooding in depressions limiting the magnitude of urban development in these areas would reduce the risk to life and property. A legacy of the struggles of the anti-slavery clergymen is the historic Beechamville Methodist Church opened in 1841. This is the largest Methodist Church outside of Kingston.

Policy CC 1            In areas with forested depressions planning permission will not be allowed for development which will result in the loss of the entire tree cover.

Policy CC 2            Planning permission will not be allowed for developments which will



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 URBAN ECONOMY

Claremont provides a wide variety of services for its residents and for inhabitants from surrounding communities. These services include for example, banking, professional offices, gas station, restaurants, hardware stores, supermarkets, betting shop, autopart shops, and a funeral parlour. Vendors from as far away as Clarendon sell produce in Claremont on the roadside near the clock tower. Claremont's market nonetheless seems to have lost a lot of its influence. Activity inside the market appears to be very low keyed in comparison to the size of the building and land area available for market activity. A meat processing operation is located just outside the boundary of the Claremont Local Planning Area. Although industrial activity is limited in comparison to the service functions the location of industrial jobs in Claremont will also be promoted especially since the area already has a small industrial sector.

- Policy CUE 1                      Industrial developments will be encouraged at suitable sites provided that waste produced can be treated and disposed of in a manner which does not adversely affect the environment and that such developments do not have any negative impact on nearby residential and other urban development.
- Policy CUE 2                      A variety of service and commercial establishments will be encouraged in Claremont provided that adequate provisions are made to satisfy the parking requirements of such establishments.

## RURAL ECONOMY

Improved pasture is an important land use in Claremont. Other agricultural activity in the form of crop cultivation occurs on a more limited scale.

- Policy CRE 1                      Planning permission will not normally be allowed for urban development in depressions where such developments which will result in the loss of agricultural potential. To this end the use or fragmentation of large tracts of improved pasture for urban development will not normally be favourably considered.

## MINING

Claremont is located in the bauxite mining belt of St. Ann. However, no bauxite mining presently occurs in the boundary identified for Claremont. Based on the geology of the area Whiting deposits may also be present. In view of the thrust to widen the range of industrial minerals being exploited it is expected that if suitable whiting deposits are present these deposits might be exploited. The bauxite deposits present are likely to be required in the future and hence urban development which may result in the sterilisation of mineral resources cannot be allowed.

- Policy CM 1                      Development shall not be allowed in the Claremont area without the comments of the relevant agencies responsible for safeguarding mineral deposits or reserves being first obtained.

## WATT TOWN LOCAL PLANNING AREA

*Description*

One of the main intentions of this Order is to provide for the orderly and progressive development of that area described as the Watt Town Local Planning Area in the First Schedule hereto.

Watt Town experienced a declining population growth rate of 1.3 per cent per annum between 1982-91. The area's population declined from 752 persons in 1982 to 667 persons in 1991.

Bauxite mining activity has adversely affected the development of the area owing to the acquisition of lands by ALCOA for mining. The downturn in the bauxite industry in the 1970's is one of the factors which is thought to have contributed to the economic decline of the area. At the major commercial centres abandoned commercial buildings are common. Derelict and abandoned residential buildings are also fairly common throughout the area.

## PROPOSALS FOR THE WATT TOWN LOCAL PLANNING AREA TRANSPORTATION

### PUBLIC TRANSPORTATION CENTRE

Owing to the economic decline experienced in Watt Town the level of traffic congestion witnessed in the other growth centres is noticeably absent. Nevertheless the area does not possess a facility for the public vehicles and their passengers to use. Also parking spaces for commercial developments are almost nonexistent.

- Policy WT 1      An off street parking facility shall be provided for public passenger vehicles and commuters. Land should be acquired immediately to the west of the community centre for this purpose.
- Policy WT 2      Developments shall be required to satisfy their parking requirements on site or to make provision for satisfaction of some of the parking requirements.

### CONSERVATION

In the western section of the Watt Town area in Chew Magno the terrain is typical cockpit country with many hillocks, depressions and valleys. Much of this area is forested. Some of the many depressions in Watt Town are being used for pasture or crop cultivation. There are some areas which have been rehabilitated after cessation of mining activities in the Mount Nebo area of Watt Town.

- Policy WC 1      Only limited urban development will be encouraged in the western section of Watt Town especially in the Chew Magno area, however forestry and where the terrain is favourable, small scale agriculture will be encouraged.
- Policy WC 2      Urban development will not normally be encouraged in areas with depressions or sinkholes.

### URBAN ECONOMY

The area has experienced a period of economic decline which is evident in the abandoned and derelict commercial units. This decline has adversely affected its ability to function as a commercial centre in this section of St. Ann. Residents are therefore at a disadvantage in terms of their access to a wide range of commercial facilities which previously they had enjoyed.

- Policy WUE 1      Commercial developments to serve the needs of the residents of the area and outlying communities will be encouraged.



- Policy WUE 2 Major commercial nodes will be encouraged at the two (2) major road intersections in the north and south of Watt Town.

#### RURAL ECONOMY

Livestock rearing and the cultivation of crops are important activities in Watt Town. Some of the rehabilitated Bauxite lands are being used for improved pasture.

- Policy WRE 1 Large tracts of lands in improved pasture will not normally be allowed to be converted to non-agricultural use.

#### MINING

Bauxite mining has had a significant impact on the Watt Town area especially with the acquisition of lands for mining. In addition, the recrystallised limestones present might have potential for marble extraction.

- Policy WM 1 Prior to developments being undertaken in the area the comments of relevant agencies responsible for safeguarding mineral reserves shall be obtained.

#### WATER SUPPLY

Piped water supply is absent in Watt Town. The Water Supply requirements of the area is met from catchment tanks. In addition to a public catchment there are many private rainwater catchment tanks.

- Policy WWS 1 All developments shall be required to provide catchment tanks to satisfy water requirements in the absence of a piped water supply.

### BROWN'S TOWN LOCAL PLANNING AREA

#### *Description*

Provision for the orderly and progressive development of that area described as the Brown's Town Local Planning Area in the Frist Schedule hereto is a major intention of this order. This area extends from Harmony Hall and Goshen in the south to Huntley in the north.

Brown's Town experienced a population growth rate of 0.6 per cent per annum between 1982-91. Brown's Town population of 6,351 persons in 1982 increased by 388 persons to 6,739 in 1991. Despite its low growth rate during this period Brown's Town still had the third largest population in the parish in 1991.

The area is located on the edge of the bauxite belt of St. Ann and although no bauxite mining was observed in the boundary mining occurs in close proximity to Brown's Town. This centre has developed as a major market and educational centre for the parish. Brown's Town and its environs is also developing as a prime residential area in addition to being an office and service centre.

### PROPOSALS FOR THE BROWN'S TOWN LOCAL PLANNING AREA TRANSPORTATION

#### PUBLIC FACILITY FOR TAXIS

Although a public transportation centre exists in the town at the corner of St. Christopher Crescent and Top Road this facility is used by buses. Taxis park on the roadway opposite the

transportation centre along St. Hilda's Drive and St. Christopher Crescent. The manoeuvring of these vehicles pose a hazard to commuters and other motorists. Sidewalks in this area have been taken over by stalls thus commuters and other pedestrians are forced to walk in the roadway.

Policy BTT 1                    A transportation centre for taxis and to accommodate vendors on the sidewalk by St. Christopher Crescent and St. Hilda's Drive shall be constructed preferably on lands which should be acquired adjacent to the existing transportation centre. This should be designed to blend in with the architecture of the St. Hilda's School.

#### PARKING FOR COMMERCIAL AND OTHER URBAN DEVELOPMENT

Brown's Town is usually congested on Wednesdays, Fridays and Saturdays which are the major market days. Parking is usually difficult to find on these days. Only a few developments in the town provide on site parking. Often where parking is provided, it is inadequate and in some instances unsatisfactory.

Policy BTT 2                    Developments shall be required to provide satisfactory parking facilities.

#### CONSERVATION

The topography of the area and elements of the built environment combine to create a pleasant setting which makes the area a favoured location for returning residents and visitors. Buildings such as St. Hilda's High School, St. Mary's Anglican Church, the Court House, the Brethren United Church on Top Road and the Roman Catholic Church, all add to the diversity of the area's built environment.

Policy BTC 1                    Planning permission will not be allowed for developments that do not preserve and enhance the special character of St. Hilda's High School, St. Mary's Anglican Church, the Court House, the Brethren United Church and other buildings which may from time to time be designated as being of historic or architectural significance.

Policy BTC 2                    Developments in close proximity to buildings or sites considered to be of special historical, architectural, or environmental significance shall be required to be designed to blend in with the existing character of their surroundings.

Policy BTC 3                    Urban development will not be encouraged near sinkholes nor will depressions normally be considered as a favourable location for such development.

#### URBAN ECONOMY

Brown's Town is the major inland market centre in St. Ann. Its Wednesday market and weekend market add greatly to the commercial activity in the town. A wide range of office, commercial and financial services are also available. Presently resort type development is very low keyed with only one resort accommodation observed in the area. Despite being a major market centre for a large agricultural hinterland there is no agro-industrial enterprises in the town and thus this aspect of the town's economy is not being exploited.

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| Policy BTUE 1 | A wide range of commercial, office and light industrial enterprises will be encouraged in Brown's Town.   |
| Policy BTUE 2 | Agro-industrial developments will be encouraged at suitable locations where the needed infrastructural requirements can be met and where the amenity of the surrounding developments will not be adversely affected.  |
| Policy BTUE 3 | The magnitude of resort development which occurs in the coastal resort strip of the parish will not be encouraged in Brown's Town. Only a limited amount of cottage type low density tourism development compatible with the surrounding residential developments will be considered. |

#### SOCIAL AMENITIES

As the main educational centre in St. Ann, Brown's Town contains the highest concentration of secondary educational institutions in the parish. Overcrowding is common in these facilities as well as in other levels of the educational system in the town. Consequently many of the institutions operate a shift system owing to the lack of resources to expand existing facilities. A skills or technical training institution is lacking in the area.

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| Policy BTSE 1 | Development which would result in the reduction of the available school facilities will not be encouraged unless provision can be made elsewhere at a suitable and accessible location to offset any loss which would result from such development.                                  |
| Policy BTSE 2 | The multi-purpose use of the Addison Park community centre for a wide range of activities including educational purposes will be encouraged. Hence it is proposed that technical or skills training activities be undertaken at this facility as well as other community activities. |

#### HOUSING

Residential units in the area are mainly single family detached type units with a few semi-detached units. Multi-family type developments such as town houses and apartments are absent.

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| Policy BTH 1 | New residential developments in the area shall be compatible and in accordance with the existing residential densities. |
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#### RURAL ECONOMY

In sections of Huntley and Enfield agriculture in the form of improved pasture is an important activity.

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| Policy BTRE 1 | In the Enfield area there shall be a presumption against the fragmentation of large tracts of improved pasture for urban development. |
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#### MINING

Although no bauxite mining takes place within the limits of Brown's Town the town is located in an area which contains deposits of Whiting, an industrial mineral which is currently being

mined elsewhere in the parish. Bauxite mining occurs in close proximity to the southern limits of the plan area.

Policy BTM I

Prior to permission being given for developments to be undertaken in Brown's Town the comments of the relevant agencies responsible for safeguarding mineral deposits from urban development shall be obtained.

#### WASTE TREATMENT AND DISPOSAL

There is no central sewerage system in the area hence the waste from developments has to be disposed of by individual methods. In view of the lack of a piped water supply for the entire town methods of disposal which require less water is considered to be more appropriate.

Policy BTWT 1

Developments shall be required to dispose of their sewerage by:

- (i) Septic tanks and absorption pits;
- (ii) Pit latrines or ventilated improved pit latrines;
- (iii) Other safe and appropriate waste disposal technology.

Policy BTWT 2

The widespread disposal of waste into depressions and caves will not be encouraged.

#### WATER SUPPLY

Many households as well as other establishments obtain water from individual rain water catchment tanks.

Policy BTWS

Planning permission will not be given for developments which do not provide for the construction of rainwater catchment tanks to satisfy water supply requirements.

#### BAMBOO LOCAL PLANNING AREA

##### *Description*

A major intention of this Order is the provision for the orderly and progressive development of that area described as the Bamboo Local Planning Area in the First Schedule hereto.

Bamboo's population increased slightly from 3,241 persons in 1982 to 3,650 in 1991. Consequently the area had a population growth rate of 1.3 per cent per annum during the period.

The area is mainly a farming community with livestock rearing and crop cultivation being important activities. It has also been developing as a residential area in the parish. A National Housing Trust housing scheme as well as other private residential units have been constructed in the area. Bamboo is located outside of the bauxite belt of St. Ann. Despite this mining activity is undertaken in the form of quarrying of limestones to supply the demand in the local industrial minerals sector. The area is an important site for the location of communication transmitters.

#### PROPOSALS FOR THE BAMBOO LOCAL PLANNING AREA TRANSPORTATION

##### PUBLIC TRANSPORTATION CENTRE

Like most other centres in the parish Bamboo lacks a public transportation centre for the use of public vehicles and commuters. Consequently the roadway in the commercial core is used for this purpose.

Policy BT 1                      Lands adjacent to the Police Station on the Clay Ground Road should be acquired for the purpose of constructing a transportation centre.

#### PARKING FOR COMMERCIAL AND OTHER URBAN DEVELOPMENTS

Commercial buildings in Bamboo have been constructed without any regards to the provision of on site parking facilities.

Policy BT 2                      Planning permission will not be granted for developments which do not provide satisfactory off street parking facilities.

#### CONSERVATION

The Chippenham Park House is a fine example of outstanding local architecture and is the only circular Great House in the island. There are several depressions dispersed throughout Bamboo some of which are believed to be associated with sinkholes. The bulk of the depressions are concentrated in the northern and northeastern section of the area in places such as Healthy Hill and Clay Ground.

Policy BC 1                      Deveolpment which will result in the alteration, or destruction of the Chippenham Park house will not be allowed.

Policy BC 2                      Large scale urban developments shall not be encouraged near sinkholes. The disposal of sewage into sinkholes in the area will not be permitted.

#### URBAN ECONOMY

Bamboo's commercial sector is not as vibrant as in former years. Evidence of this is seen in the presence of a few derelict or abandoned commercial structures. The area lacks a market. Industrial employment is limited with the industrial employment being confined to a saw mill, bakery, woodwork shop and the Bamboo block factory which is located outside the planning area.

Policy BUE 1                      Commercial development to serve the needs of Bamboo and surrounding communities will be encouraged in the area at satisfactory locations.

Policy BUE 2                      On suitable sites home based cottage type industry compatible with the existing surrounding developments will be permitted.

#### SOCIAL AMENITIES

With the increased population in the Bamboo area and the expected future growth there will be the need for a cemetery reserve in order to prevent the use of land earmarked for other purposes for burial.

Policy BSA 1                      Land shall be secured to the south of the existing cemetery for cemetery expansion.

#### HOUSING

The Bamboo housing scheme developed by the National Housing Trust was designed mainly to cater to the housing needs of workers in the coastal areas. In view of the lack of employment opportunities outside of farming in the area more of this type of scheme could result in the further development of Bamboo as a dormitory centre for the coastal region of the parish.

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- Policy BH 1            The development of large housing schemes in the area shall be accompanied by the provision of employment opportunities for some of the prospective residents.
- Policy BH 2            Densities in new residential developments shall be compatible with existing developments.

#### RURAL ECONOMY

Agriculture in the form of citrus, coffee, vegetables, yam, banana, and livestock rearing is important to the economy of the area. The Chippenham Park property is the major agricultural unit in Bamboo while small farming occurs throughout the area.

- Policy BRE 1           Planning permission will not normally be allowed for the conversion of large viable agricultural units such as the Chippenham Park property into non-agricultural use.
- Policy BRE 2           There will be a presumption against the fragmentation of large parcels of agricultural land in improved pasture.

#### MINING

Quarrying of limestones for use in block making and for other industrial purposes occurs outside the planning area boundary. However quarrying has also occurred within the boundary. Based on the Geology of the area it is possible that Whiting deposits might be present in Bamboo.

- Policy BM 1            Where quarrying has occurred the rehabilitation or restoration of mined out pits to a stage where it can be used for other purposes shall be undertaken.
- Policy BM 2            In order to safeguard possible whiting deposits from sterilisation due to urban development, applications for development shall be required to obtain the comments of the relevant agency responsible for safeguarding such deposits.

#### WATER SUPPLY

There is no public piped water supply in Bamboo. Hence the water supply requirements of the area are met by both community and private rainwater catchment tanks.

- Policy BWS 1           Commercial, office, and industrial developments as well as public buildings, public assemblies, institutional, and other uses shall be required to construct catchment tanks to satisfy their water supply requirements.
- Policy BWS 2           The construction of rain water catchment tanks shall be encouraged for residential developments especially where such developments are not located in close proximity to community catchments.

#### RUNAWAY BAY LOCAL PLANNING AREA

##### *Description*

One of the main intentions of this Order is the provision for the progressive and orderly development of that area described as the Runaway Bay Local Planning Area in the First Schedule

hereto and which stretches from Cave Hall in the west and extends to the western section of Beverly in the east. The area includes Pear Tree Bottom, Orange Valley, Mount Pleasant, Belle Aire, Mount Edgecombe, Cardiff Hall and a part of Tripoli.

Runaway Bay's population almost doubled between 1982-91. In 1982 the area's population was 2, 838 persons. By 1991 the population stood at 5,579 persons. Runaway Bay's population growth rate of 7.9 per cent per annum during this period was the third highest in the parish with only Ocho Rios and St. Ann's Bay having higher growth rates. There has been much subdivision activity in the Runaway Bay area as well as public sector housing construction at Mount Edgecombe. These factors are major contributors to the population growth.

Tourism is the main economic activity with major resorts such as Jamaica Jamaica, FDR, Super Clubs and the island's tourism training academy the Runaway Bay Academy for tourism skills being located in Runaway Bay.

The Pear Tree Bottom wetlands, the famous Green Grotto Caves and the spectacular reefs coral reefs located off the cost at Pear Tree Bottom are important natural resources.

## PROPOSALS FOR THE RUNAWAY BAY LOCAL PLANNING AREA TRANSPORTATION

### PUBLIC TRANSPORTATION CENTRE

There is no facility for the use of public passenger vehicles and commuters. The problem is more acute for those vehicles and commuters travelling to inland destinations such as Brown's Town. The use of the roadway in front of the post office for the loading and unloading of passengers hampers the smooth flow of both vehicular and pedestrian traffic in the vicinity.

Policy RT 1                      A transportation centre shall be provided for the use of public vehicles and their passenger. Lands should be acquired for this purpose near the intersection with the secondary road to Brown's Town.

### COASTAL ROAD REALIGNMENT

The main coastal highway which traversed the coastline has been shifted inland at Pear Tree Bottom in order to facilitate private development along the coast and thus this scenic drive along the coastline is no longer accessible to the public.

Policy RT 2                      Future inland shift of the coastal main road for private development thereby preventing access to the coastline by the public will not be favourably considered by the local planning authority.

### PARKING FOR COMMERCIAL AND OTHER URBAN DEVELOPMENT

Parking provision for commercial developments is usually inadequate or in some instances non-existent. This is particularly evident for those developments in the environs of the road to Brown's Town.

Policy RT 3                      Commercial and other developments shall be required to make provision for the satisfactory fulfillment of off street parking requirement.



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 CONSERVATION

A rich and varied flora and fauna which includes wetland, marine, and limestone montane forest is present in the Runaway Bay area. Development pressure is increasing in the area and consequently some of the fragile ecosystems will be at risk from the increased urban developments. The Runaway Bay Caves system of which the Green Grotto Cave is a member is a major underground conduit in the area and consists of several caves most of which are interconnected. There is a large area of wetland at Pear Tree Bottom and Orange Valley which is said to be increasing. This has been identified as a conservation area by the Natural Resources Conservation Authority. A small forestry reserve, Pioneer Farm is located on the Hopewell and Belair property within the area. In addition, the Cardiff Hall Great House which is a listed building is found within the area.

- Policy RC 1            Planning permission will not be given for developments in the Pear Tree Bottom, Orange Valley area which will result in the destruction of the Pear Tree Bottom conservation area.
- Policy RC 2            Developments at higher elevations in the Pear Tree Bottom area will only be allowed after scientifically conducted environmental impact assessments reveal that there will be minimal or no adverse environmental impact on the Pear Tree Bottom conservation area.
- Policy RC 3            Development for recreational purposes only will be permitted in the Cave Hall area. Such developments shall be of a low intensity in order to protect the ponds and caves in this area.
- Policy RC 5            Only developments which are compatible with its status as a forestry reserve and which will not cause undue or irreparable damage to the environment will be allowed in the Pioneer Farm forestry reserve.
- Policy RC 6            Planning permission will not be granted for developments which will result in the alteration of the character, or destruction of the structure of the Cardiff Hall Great House or of any other structure which from time to time may be designated a national monument or historic building.

## URBAN ECONOMY

Runaway Bay unlike neighbouring Discovery Bay does not possess a market. Two main commercial cores are developing in the area one near Beverly and the other at the intersection of the Brown's Town secondary road and the main coastal highway. Commercial establishments although more numerous than office and industrial establishments do not offer as great a variety as expected. There is an overdependence on tourism and thus diversification of the economy has to be undertaken.

- Policy RUE 1            A small open air market shall be sited at a suitable location in the local planning area, preferably on lands being made available on the realigned main road in the Pear Tree Bottom development for community facilities.
- Policy RUE 2            The development of a wide range of commercial and office developments specifically to satisfy the needs of the residential community and to create jobs will be encouraged.



- Policy RUE 3 Light industrial development and cottage industries designed and landscaped to blend in with the resort nature of the area will be promoted.
- Policy RUE 4 Large residential subdivisions will be required to provide suitable sites for employment generation activities.

#### TOURISM

Resort related activities are an integral part of the economy of the Runaway Bay Local Planning Area. There is a mix of villa type accommodation and hotel. The golf courses, beaches, reefs and caves especially Green Grotto Cave are amongst the major attractions of the area.

- Policy RTO 1 Tourism developments will be encouraged in areas with existing resort developments.
- Policy RTO 2 Large apartment block type resort developments will not be favourably considered.
- Policy RTO 3 Resort developments which seeks to widen the type of facilities available for the enjoyment of visitors and which are compatible with the tourism product in the area will normally be supported.
- Policy RTO 4 Greater local community involvement in the tourism industry in the provision of suitable visitor accommodation will be encouraged.

#### SOCIAL AMENITIES

The rapid development of the area has resulted in inadequacies in the provision of social facilities. There is no fire station in the area or in nearby Discovery Bay.

- Policy RSA 1 Social facilities such as a library, town hall, cultural centre, fire station, and secondary high school shall be provided.
- Policy RSA 2 The multiple use of public facilities shall be encouraged.

#### HOUSING

Much residential development is occurring in the area. Large properties such as Rose Hill, Tripoli, Cardiff Hall, Mount Edgecombe, and Belair are being developed mainly for residential purposes. There are presently a lot of undeveloped lots in these subdivisions.

- Policy RH 1 Planning permission will not be granted for residential units constructed by the public sector to cater to the housing needs of low income earners to be wholly converted to resort and other such non-residential use and thus to be lost to the housing stock.
- Policy RH 2 Planning permission will not normally be granted for the increase of residential densities on lots in the area's subdivisions save and except such a proposal represents the infilling of the last few remaining undeveloped lots in a residential subdivision. Even then residential densities will not be allowed to exceed 75 habitable room per hectare (i.e. 30 habitable rooms per acre).

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- Policy RH 3 As a result of the lack of a central sewerage system residential developments in close proximity to existing wells which pose a threat to the integrity of the area water supply sources will not be allowed.

#### RURAL ECONOMY

In the southern section of the area at Pear Tree Bottom and Mount Pleasant remnants of once healthy pimento stands interspersed in places where pasture occur. In the Belle Aire area much of the pimento trees are being removed for urban development.

- Policy RRE 1 There will be a presumption against the use of land currently in Pimento or improved pasture at Belle Aire, Mount Pleasant, Pear Tree Bottom and Orange Valley which can be resuscitated and made into viable agricultural units for non-agricultural use. Hence planning permission will not normally be granted for developments which will result in a reduction of the agricultural potential of these lands unless it can be proven that there is no suitable available lands in the area with lower agricultural potential which can be used for such non-agricultural pursuits.

#### WASTE TREATMENT AND DISPOSAL

The lack of a central sewerage system for the entire area and the use of individual septic systems on each lot in the subdivisions surrounding the wells increases the potential for contamination of the water supply of Runaway Bay and Discovery Bay. In view of the fractured and at times cavernous nature of the limestones and the fact that the majority of the lots in these subdivisions are still undeveloped great care has to be taken to ensure that the water quality is maintained.

- Policy RWT 1 All residential developments in the subdivisions surrounding the wells at Tripoli, Rose Hill, Cardiff Hall unless tied into a central sewerage system will be required to dispose of waste by means of a septic tank and absorption pit or any other methods deemed by the local planning authority, the Town and Country Planning Authority and the relevant agencies responsible for sewerage disposal as being satisfactory.

- Policy RWT 2 The disposal of sewerage into any sinkhole which may be present especially on the properties in close proximity to the wells will not be permitted.

- Policy RWT 3 No development will be permitted to dispose of its sewerage into the sea.

#### WATER SUPPLY

The Runaway Bay area has substantial groundwater resources which are being tapped by wells to supply the water requirements of the area and Discovery Bay. This water being located near the coast is at risk from saline intrusion if overpumping or overextraction occurs. Hence the reuse of water and its conservation in this tourism area is critical.

- Policy RWS 1      The locating of many wells in close proximity to each other to supply the domestic water requirements of individual developments or subdivisions will not be allowed.
- Policy RWS 2      Reuse of water for other puposes will be encouraged.
- Policy RWS 3      At higher elevations the use of individual rainwater catchment tanks in addition to the piped public supply will be encouraged.

## 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 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;
- "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 developed;
- "commercial development" means development for the provision or supply of goods or service by wholesale or retail;
- "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;

APPENDIX 1, *contd.*

- "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;
- "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 porcessing 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;
- "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;

APPENDIX 1, *contd.*

- "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;
- "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 a self-contained dwelling unit of one habitable room which has a kitchen and bathroom;
- "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

In the parish of St. Ann the two major urban communities are the tourism resort and commercial centre of Ocho Rios and the parish capital and administrative centre of St. Ann's Bay. A development plan has been prepared for these two urban areas and as a result they will be treated in more detail in the Development Order than the other urban communities in the parish.

The other major urban centres in the parish are:

- (a) Alexandria;
- (b) Bamboo;
- (c) Brown's Town;
- (d) Cave Valley;
- (e) Claremont;
- (f) Discovery Bay;
- (g) Moneague;
- (h) Runaway Bay;
- (i) Watt Town.

## APPENDIX 3

## SCHEDULE OF HISTORICAL AND ECOLOGICAL SITES AND BUILDINGS

*Historical and Ecological Sites and Building List*

Grid references have been provided where possible,  
using 1:50,000 metric sheets series 1.

Name	Location	Sheet	Grid References	
			Easting	Northing
St. Ann's Bay Fort	St. Ann's Bay	4	E283	N984
Old Fort	Mammee Bay	4	E336	N969
Columbus Memorial	Seville	4	E278	N983
Birthplace of Marcus Garvey	32 Market Street	4	E286	N976
Court House	St. Ann's Bay	4	E285	N980
Old Priory Church ruin	2 Miles West of St. Ann's Bay	8	E289	N843
Ramble Great House	near Claremont in Alderton	4	E402	N848
Bromley Great House	Walker's Wood	4	E271	N979
Seville Great House	Seville	8	E340	N900
Annandale Great House	near Epworth			
Belmont Great House	Belmont/Bogue near Ocho Rios	4	E356	N941
Cardiff Hall	near Runaway Bay	3	E162	N994
Edinburgh Castle (Ruins)	near Bensonton	8	E276	N777
Minard Great House	near Brown's Town	3	E104	N955
New Hope (Minard) Great House	near Brown's Town	3	E099	N942
York Castle Great House	York Castle	8	E265	N799
Orange Valley Complex including Orange Valley Estate Great House	Orange Valley near Brown's Town			
The Lake House	Moneague	8	E379	N795
Albion Great House	Albion near Alderton or Woodstock	8	E272	N836
Antrim	near Sturge Town	3	E172	N982
Site of Seville Nueva	Seville			
Spanish Cellar and Trench	Windsor			

APPENDIX 3, *contd.*

## SCHEDULE OF HISTORICAL AND ECOLOGICAL SITES AND BUILDINGS

*Historical and Ecological Sites and Building List*

Grid references have been provided where possible,  
using 1:50,000 metric sheets series 1.

Name	Location	Sheet	Grid References	
			Easting	Northing
Chesterfield Caves:	Chesterfield near			
—Chesterfield Cave	Higgin Town	4	E272	N916
—Johnnie Spring Cave		4	E272	N923
Salisbury/Coventry	Salisbury	4	E388	N893
Cave and Arawak Carvings	near Ocho Rios			
Fern Gully	near Ocho Rios			
Dunn's River Falls	near Ocho Rios			
Clock Tower	St. Ann's Bay	4	E287	N980
The Moneague Inn	Moneague	8	E376	N791

THE FOLLOWING SITES ARE BEING PROPOSED AS HISTORICAL, ARCHEOLOGICAL ECOLOGICAL SITES OR BUILDINGS IN THE DEVELOPMENT ORDER

Grid references have been provided where possible,  
using 1:50,000 metric sheets series 1.

Name	Location	Sheet	Grid References	
			Easting	Northing
Lillyfield Great House	Lillyfield	3	E195	N952
Liberty Hill	Liberty Hill near Lime Hall	4	E282	N955
Llandoverly Brick Chimney	Llandoverly	4	E216	N008
The Paddocks	near Moneague	8	E363	N798
Green Haven	near Moneague	8	E371	N799
The Former Moneague Hotel	Moneague	8	E378	N804
Grier House	Moneague	8	E368	N798
Methodist Church	Moneague	8	E375	N801
Mount Pleasant Great House	Mount Pleasant	3	E134	N985
St. Hilda's High School	Brown's Town	3	E114	N934
St. Mark's Anglican Church	Brown's Town	3	E110	N933
Court House	Brown's Town	3	E109	N931

THE FOLLOWING SITES ARE BEING PROPOSED AS HISTORICAL, ARCHAEOLOGICAL ECOLOGICAL SITES OR BUILDINGS IN THE DEVELOPMENT ORDER, *contd.*

Grid references have been provided where possible,  
using 1:50,000 metric sheets series 1.

Name	Location	Sheet No.	Grid References	
			Easting	Northing
Police Station	Brown's Town	3	E109	N932
Wesley Methodist Church	Brown's Town	3	E108	N932
Brethen United Church	Brown's Town	3	E109	N928
Veterinary Clinic	Brown's Town	3	E109	N932
[Church]	Claremont	8	E311	N859
Carton Estate Great House	Claremont	8	E300	N898
Winefield Great House	Claremont	8	E299	N912
Claremont Post Office	Claremont	8	E314	N864
Beechamville Methodist Church	Beechamville near Claremont	8	E321	N858
St. Matthews Church	Claremont	8	E314	N863
Clock Tower	Claremont	8	E313	N866
Police Station Building	Claremont	8	E313	N867
Golden Grove Methodist Church Society	Golden Grove	8	E340	N855
Rockfield Golden Spring	Golden Spring	4	E300	N927
Lydford Farm Main House	Lydford	8	E342	N877
Drax Hall Old Great House	Drax Hall	4	E313	N980
Drax Hall Guild Hall	Drax Hall	4	E305	N968
[Bob Marley Mausoleum]	Nine Miles			
Marcus Garvey Statue	Parish Library	4	E289	N978
St. Ann's Bay				
Aboukir Educational Institute	Aboukir	7	E115	N780
Windsor Great House Park Great House and Slave Quarters	Greenwich, St. Ann's Bay Greenwich Park	4	E293	N971
Phoenix Park Great House	Phoenix Park near Moneague	8	E367	N811
Chippenham Park Great House	Bamboo	4	E208	N935
Cave Valley Great House	Cave Valley	7	E107	N744



THE FOLLOWING SITES ARE BEING PROPOSED AS HISTORICAL, ARCHAEOLOGICAL ECOLOGICAL SITES OR BUILDINGS IN THE DEVELOPMENT ORDER. *contd.*

Grid references have been provided where possible,  
using 1:50,000 metric sheets series 1.

Name	Location	Sheet No.	Grid References	
			Easting	Northing
New Ground Great House	New Ground	4	E284	N942
Ecceleston Wesleyan Chapel	Ecceleston at Aboukir	7	E118	N778
Hopewell Great House	Hopewell near Discovery Bay	3	E085	N997
Summer Hill Great House	Summer Hill near Brown's Town	3	E109	N914
Belair House	Runaway Bay	3	E136	N993
Trafalgar Great House	Near Lydford	8	E331	N881
[Church]	Concord	8	E268	N737
Guest House	Concord	8	E268	N738
Shop	Concord	8	E267	N739
Ramble Tea Factory	Ramble	8	E289	N844
[Knapdale Game Reserve]	Knapdale			
Woodstock Great House	Woodstock	8	E270	N839
[Black House]	Claremont			
[Balantine Great House Ruins]	Stepney			
[Green Grotto Caves and Lake]	near Discovery Bay			
[Drax Hall Property Water Wheel]	Drax Hall			
Old Sugar Mill (Water Wheel)	Mammee Bay	4	E331	N965
Drax Hall Carbohic Factory	Drax Hall	4	E308	N976
Windsor Hot Spring	West Bank of St. Ann Great River, St. Ann's Bay	4	E295	N973
Market	Cave Valley	7	E112	N749
Thicketts Pen	Golden Grove	8	E328	N885
Eaton Hall	Runaway Bay	3	E146	N011
Printery—Marcus Garvey Plaque	44A Main Street St. Ann's Bay	4	E285	N981
Baptist Chapel	Main Street, St. Ann's Bay	4	E287	N979
Parish Church	Church Street, St. Ann's Bay	4	E284	N979

THE FOLLOWING SITES ARE BEING PROPOSED AS HISTORICAL, ARCHAEOLOGICAL ECOLOGICAL SITES OR BUILDINGS IN THE DEVELOPMENT ORDER. *contd.*

Grid references have been provided where possible,  
using 1:50,000 metric sheets series 1.

Name	Location	Sheet No.	Grid References	
			Easting	Northing
Methodist Church	Bravo Hill, St. Ann's Bay	4	E288	N978
Site of Old Spanish Cathedral	Seville, St. Ann's Bay	4	E277	N982
Cloisters	St. Ann's Bay	4	E283	N974
Roaring River Great House and Servants Workers and Quarters	Roaring River near Ocho Rios	4	E336	N949

#### APPENDIX 4

##### SCHEDULE OF BEACHES ALONG THE COAST OF ST. ANN

Bengal Lot 17	bathing
Alloah	fishing
Puerto Seco	commercial/bathing
Discovery Bay	fishing/bathing
Pear Tree Botttom	bathing
Swallow Hole	fishing/bathing
Cardiff Hall	bathing
Salem	fishing/bathing
Laughlands	fishing
Priory	fishing/bathing
Seville	bathing/fishing
Roxborough	fishing/bathing
Drax Hall	bathing
Mammee Bay	fishing/bathing
Laughing Waters	bathing
Dunn's River Falls	commercial/bathing
Sailor's Hole	fishing/bathing
Turtle Beach	bathing
White River (Rennies)	fishing

## 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:

- |    |               |   |
|----|---------------|---|
| 1. | Moneague      | —Blackstonedged   |
| 2. | Bengal Bridge | —White River Bridge (north coast highway project)               |
| 3. | Cave Valley   | —Brown's Town   |
| 4. | Brown's Town  | —Tobolski   |
| 5. | Crescent Park | —Roaring River (alignment)                                      |
| 6. | Moneague      | —Faith's Pen (alignment)  |
| 7. | Faith's Pen   | —Linstead (St. Catherine) via Mount Zion (proposed new highway) |

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.

## APPENDIX 6

## SCHEDULE OF ROAD STANDARDS

(All measurements in metres)

Type of Road	Total Reservation	Carriage way	Side Reservation (each side)			
			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.

APPENDIX 6, *contd.*

SCHEDULE OF ROAD STANDARDS, *contd.*  
(All measurements in metres)

Type of Road	Total Reservation	Carriage way	Side Reservation (each side)			
			Total	Paved	Planted	
(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.
(e) Arterial Roads where standards of (d) are not required	21	14.6	See special requirements			(2) 3.2 foot paths or such requirements as the Local Planning Authority may consider adequate.

Standards 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 Estate Roads: 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.
- (d) Arterial Roads: These are the main roads normally through the city or linking parts of the city.

## 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 flatlets)	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 Building, Libraries	1 for each 20 square metres of floor area inclusive of storerooms plus 1 space per unit for staff parking where the building is divided into smaller units.
Museums and 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.

APPENDIX 7, *contd.*

## PARKING AND LOADING REQUIREMENTS

*Schedule of Vehicle Parking Requirements Within Site Boundaries, contd.*

Type of Development	Minimum Number of Vehicle Parking Spaces Required
Private Residence (up to two bedrooms)	1 for each individual unit.
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 metres of public floor area.
Games Buildings, Public or Exhibition Halls	1 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.
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	1 space for each 4 beds.
Clinics/Health Centres	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 House, Lecture Halls	1 for each 8 seats
Place of public worship or religious instruction	1 space per 7 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 metres and an additional space for each additional 250 square meters.

APPENDIX 7, *contd.*

## PARKING AND LOADING REQUIREMENTS

*Schedule of Vehicle Parking Requirements Within Site Boundaries, contd.*

<u>Type of Development</u>	<u>Minimum Number of Vehicle Parking Spaces Required</u>
Golf Courses	4 spaces per hole.
Tennis/badminton	4 spaces per court.
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.

## VEHICLE LOADING REQUIREMENTS WITHIN SITE BOUNDARIES

<u>Types of Building</u>	<u>Number of Loading or off-loading bays</u>
Shops, Showrooms, Stores, Markets, Hospitals	1 for each building up to 930 square metres plus 1 for each 1,850 square metres of floor area in excess of 930 square metres. 1 for each 930 square metres thereafter.
Industrial Buildings, used for manufacture or storage	1 for each building up to 460 square metres plus 1 for each 930 square metres of floor area in excess of 460 square metres to a total of 3.1 for each 4,600 square metres thereafter.

## 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 112.0 sq. m. 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 e.g. 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 12.2m. 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 6m. 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.

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.



APPENDIX 8, *contd.*GUIDELINES FOR THE PROPER SITING AND DESIGN OF PETROL AND OIL FILLING STATIONS, *contd.*

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 to minimize leakage and prevent contamination of ground water.

24. 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.

## 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

APPENDIX 9, *contd.*THE DESIGN OF PARKING FACILITIES, *contd.*

30 degrees	—	3.36m.
45 degrees	—	3.97m.

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.

## 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.

APPENDIX 10, *contd.*RESIDENTIAL DENSITY—STANDARDS AND CONTROLS, *contd.**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, 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.

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 House 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 may be 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 room may alternatively be located adjacent to a dining room, study lounge or a kitchen which is combined with one of the above uses.

A privacy zone should normally not be less than 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 minimum 7.5 metres. Along either front or back elevations there should be a privacy zone of appropriate length.

APPENDIX 10, *contd.*RESIDENTIAL DENSITY—STANDARDS AND CONTROLS, *contd.*

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 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, footpaths 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.

## APPENDIX 11

## CAVES OF ST. ANN

The following have been plotted, where possible,  
using the 1:50,000 metric sheets series 1.

Name	Location	Sheet No.	Grid References	
			Easting	Northing
Asuno Hole	Grant Biley (Dry Harbour Mts.)	7	079	772
Avisfield Cave	Avisfield (near Sea View)	4	259	941
Bakers Pot	Pedro River	8	268	721
Bembridge Cave	Richmond Estate SE of Laughlands	4	241	982
Blocked Shaft	Grant Bailey	7	072	777
Blue River Sink	Mason River Area	8	220	729
Bottom River Caves/Short River Sink	Douglas Castle	8	203	738
Brambribo	Douglas Castle	8	208	738
Brown River Rising	Stewart Town	3	028	939
Cave River Sink	Cave River	7	078	737
Cave River Bamboo Trench	Cave River	7	078	738
Cave River Border Hole	Cave River	7	070	738
Cave River Clampham Cave	Cave River	7	070	749
Cave River Choke Sink	Flood Sink, Cave River	7	078	737
Cave River Holits Hole	Norwood	7	072	745
Cave River Noisy Water	Norwood	7	072	746
Cave River Top Hole	Cave River	7	070	748
Cave River True Sink	Cave River	7	078	738
Clayton Cave	Norwood near Aenon Town	7	070	744
Clover Hill Cave	Roper Estate entrance near Grierfield	8	354	806
Chesterfield Cave—(Arawak site)	Southwest of Higgin Town near Chesterfield House	4	273	916

APPENDIX 11 *contd.*CAVES OF ST. ANN, *contd.*

The following have been plotted, where possible,  
using the 1:50,000 metric sheets series 1.

Name	Location	Sheet No.	Grid References	
			Easting	Northing
Clapham Sinkhole	Clapham	4	431	827
Coolshade Cave	Richmond Estate	4	241	982
Conventry Cave/Salisbury Cave	Salisbury	8	387	893
Arawak Site				
Cricknet Cave	Douglas Castle	8	214	734
Dairy Bull Cave	Discovery Bay	3	086	014
Dornoch Head	near Stewart Town	3	032	937
Douglas Cave	Douglas Castle	8	214	736
Dunns Hole	near Stewart Town	7	026	899
Edinburgh Castle Cave/Ken	Edinburgh Castle	8	275	777
Cornell Hole				
Falling Cave	Douglas Castle	8	214	729
Farlane Cave	Douglas Castle	8	220	734
Gibraltar Sink	Gibraltar	8	343	764
Grierfield Cave	Grierfield	8	357	793
Hutchinson Hole	Edinburgh Castle	8	271	770
Last Sink Hole	Cave Valley	7	123	731
Laughlands Rising/Llandoverly Rising	Laughlands River	4	211	985
Light Hole Cave	Alderton	8	293	836
Linton Park Light Hole	Linton Park	7	068	816
Moneague Blue Hole	Riverhead	8	408	799
Mosely Hall Cave	Mosely Hall	8	470	785
Moulton Hole/Volcano Hole	Norwood	7	071	760
Mount Noll Hole/Penitentiary No. 1	Concord	8	280	733

APPENDIX 11 *contd.*CAVES OF ST. ANN, *contd.*

The following have been plotted, where possible,  
using the 1:50,000 metric sheets series 1.

Name	Location	Sheet No.	Grid References	
			Easting	Northing
Mount Plenty Spring	White River	8	449	875
Norwood Ratbat Hole	Norwood	7	074	762
Pear Tree Bottom Rising	Runaway Bay			
Penitentiary Nos. 2 and 3	Concord	8	284	733
Pig Hole	Norwood, Cave Valley	7	074	759
Ramble Bat Hole	Alderton	8	283	848
Retreat Gully Cave	near Stewart Town	3	038	909
Rigleys Cave	Douglas Castle Area	8	220	734
Rock Ramble Cave	Ramble Pen	8	307	842
Runaway Bay Cave/Green Grotto/Rum Cave	Discovery Bay	8	103	006
St. John's Sink Hole	St. John's	8	334	726
Schwallenburgh Cave	Faith's Pen	8	404	753
Thatchfield Cave	Thatchfield	3	178	952
Thunder Cave	near Stewart Town	3	042	927
Warwick Mount Cave	near Eltham	4	413	937
Whisper Cave	Douglas Castle	8	203	750
Bog Hole Cave	Ocho Rios	4	402	951
Bromley Cave	Hopewell	8	392	858
Chesterfield Sink	Forrest	4	259	919
Dixon Hole Cave	Madras	7	017	823
Finlayson's Cave	Penhurst	3	151	957
Greenock Cave	Cave Valley	7	123	734
Hampton Well Cave	Beverley	3	189	012
Johnny Spring Cave (Arawak site)	Higgin Town	4	273	924

APPENDIX 11 *contd.*CAVES OF ST. ANN, *contd.*

The following have been plotted, where possible,  
using the 1:50,000 metric sheets series 1.

Name	Location	Sheet No.	Grid References	
			Easting	Northing
Libbat Cave and Spring	near Spring Gardens	4	247	933
Mackie Cave/Warwickshire Cave	Kellits	8	237	718
Minard Cave	Brown's Town	3	102	936
Mosquito Cave	Douglas Castle	7	196	744
New Hall Sink Hole	New Hall	8	302	735
Old Home Cave	near Alexandria	7	148	848
Orange Valley Hole	Orange Valley	3	107	970
Sailors Hole/Hampton Hill Cave	Ocho Rios	4	384	945
Shaw Park Cave	Ocho Rios	4	393	934
Walton Sink	Walton near Moneague Sink of Rio Hoe	8	389	814
Yard Spring Cave	Chalky Hill	4	329	943
Bamboo Sinkhole	Bamboo	4	213	934
Cedar Cave	Alexandria Area	7	123	838
Ewers River Sink	The Grove	4	416	923
Gibraltar Cave	Gibraltar	7	043	878
Rio Pen Cave	near Discovery Bay	3	072	000
Rio Hoe Pen Caves	Moneague Area	8	429	799
Thicket Cave	Rising Sun	3	042	971

## 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;



APPENDIX 12, *contd.*INFORMATION TO BE SUPPLIED WITH SUBDIVISION APPLICATION, *contd.*

- (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 down;
- (g) existing roads, reserves, accessway and service lanes;
- (h) the layout of the proposed roads and their approximate grades, the proposed reserves, access ways and service lanes;
- (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;
- (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 therefrom;

APPENDIX 13, *contd.*SUBDIVISION ASSESSMENT CRITERIA, *contd.*

- (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.

## 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 storey above frontage)	Minimum green spaces required with in net plot area (percentage)
<b>Residential (Maximum Habitable Rooms Per Hectare)</b>				
Single-family residential	0.5	50	To be determined by local Planning Authority	45
3-75 h.r.p. ha.	0.33	33 1/3	2	45
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

FIGURE 1, *contd.*DENSITY, HEIGHT AND LOT COVERAGE FOR MAJOR LAND USES, *contd.*

251-375 habitable rooms per ha.	1.00	33 1/3	10	33 1/3
<b>Commercial</b>				
General				
Commercial in business centres	1.00	50	2	20
<b>Office</b>				
Office in Business centre	2.00	50	10	20
Office in other areas	0.50 or as indica- ted in the policy guidelines for the area	33 1/3	2	33 1/3
Indus- trial	0.50	33 1/3	2	33 1/3
Institu- tional	0.66	33 1/3	3	50

**NOTE:**

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.

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.

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.

FIGURE 1, *contd.*

DENSITY, HEIGHT AND LOT COVERAGE FOR MAJOR LAND USES, *contd.*

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*.

FIGURE 2

PARKING FOR DISABLED

To allow for assisted wheelchair users the preferred width of special spaces allocated for disabled drivers is 3.60m, minimum 3.20m. To allow for ambulant disabled people the preferred width of parking spaces is 3.00m, minimum 2.80m. While manoeuvring space may be tight, a width of 3.00m will in practice, cater for independent wheelchair users.

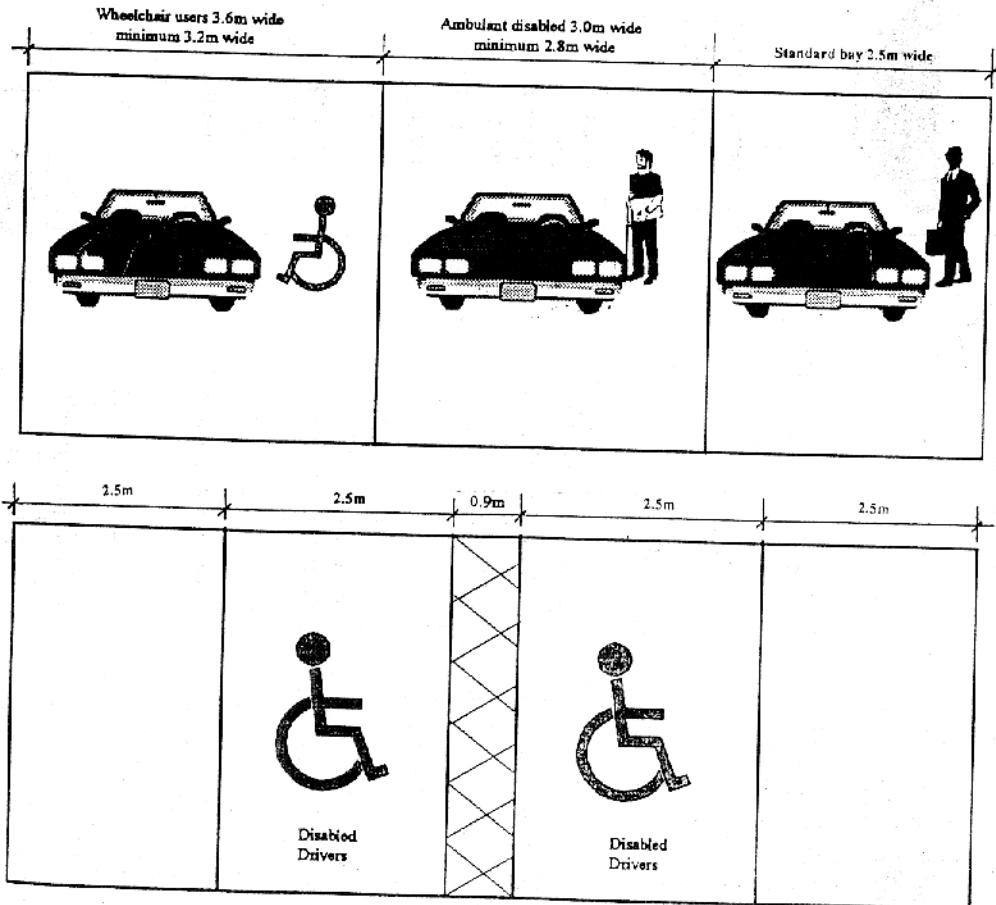
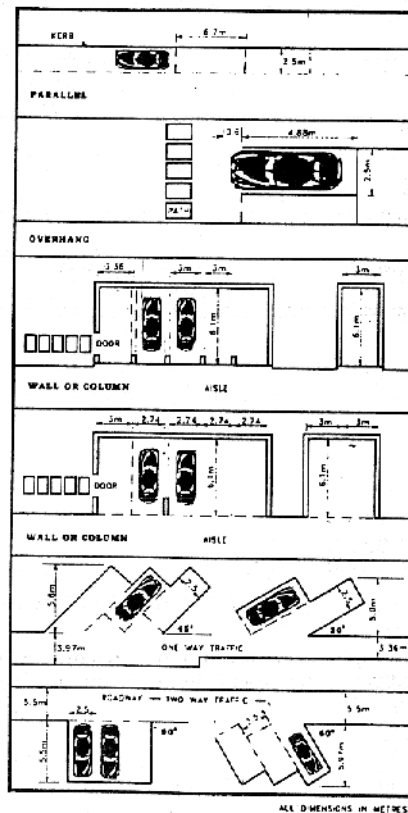


FIGURE 2, *contd.*

Where adjacent spaces are reserved for disabled drivers, an access area 1.20m wide may be marked on the ground to indicate that cars should be parked to either side. This will allow for access on one side to the driver's door of a car, and on other to the passenger's door. Car parking spaces for use by disabled people should be suitably signposted. To deter non-disabled drivers from using the spaces, the international symbol may be painted on the ground, with the legend "Disabled Driver".

FIGURE 3  
PARKING LAYOUT



Dated at 16 Oxford Road, Kingston 5, this 19th day of June, 1998.

WILFRED CHANG, C.D., J.P., *Chairman,*  
Town and Country Planning Authority.