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# THE JAMAICA GAZETTE SUPPLEMENT

## PROCLAMATIONS, RULES AND REGULATIONS

9

Vol. CXLI

FRIDAY, JANUARY 12, 2018

No. 5

No. 5

### THE TOWN AND COUNTRY PLANNING ACT

#### THE TOWN AND COUNTRY PLANNING (ST. ELIZABETH PARISH) PROVISIONAL DEVELOPMENT ORDER, 2018

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 made, after consultation with the St. Elizabeth Municipal Corporation.

#### SECTION 1—*Citation, Interpretation and General Regulations and Schedules (First–Fourth)*

Citation            1. This Order may be cited as the Town and Country Planning (St. Elizabeth Parish) Provisional Development Order, 2018.

#### *Interpretation*

Interpretation.    2. In this Order—  
“the Act” means the *Town and Country Planning Act*;

First  
Schedule.

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

“base station” means a structure, fixed or mobile, consisting of transmitters and receivers that are connected to antennae, by feeder cables and may be microcell, macrocell or picocell;

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

“conservation areas” means an area of special architecture or environmental interest, the character or appearance of which it is desirable to preserve or enhance and within which are specific controls over development and the felling of trees;

“development” has the meaning assigned to it by section 5 of the Act and “develop” shall be construed accordingly;

“development order area” means the area specified in Part 1 of the First Schedule;

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

“filling station” means land, building or equipment used for the sale or dispensing of petrol or oil for motor vehicles or used incidental to the sale or dispensing of petrol or oil for motor vehicles, and where any part of the 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 the land or building;

“St. Elizabeth” means the area specified in Part 1 of the First Schedule;

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

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

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

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

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

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

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

“Minister” has the meaning assigned by section 2 of the Act;

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

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

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

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

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

“permitted development” has the meaning assigned to it by paragraph 7;

“permitted use class” has the meaning assigned to it by paragraph 5;

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

“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 decision” means a decision made on an application for permission to develop land under Part III 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 by the *Jamaica National Heritage Trust Act*;

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

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

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

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

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

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

#### *General Regulations*

Application  
of Order.

3. This Order relates to the parish of St. Elizabeth.

Designation  
of Saint  
Elizabeth  
development  
order area.

4. The parish of St. Elizabeth is designated as a Development Order Area for the purposes of the Act and the areas specified in the First Schedule are designated as local planning areas for the purpose of this Order.

First  
Schedule.  
Use classes.  
Second  
Schedule.

5.—(1) Where a building or other land is used for a purpose listed in any class specific in the Second Schedule, the use of the 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) Where a use, which is ordinarily incidental to and included in any use specified in the Second Schedule, is specified in the Second Schedule as a separate use, this shall not prevent the use which is included or incidental from being considered as a use, which is ordinarily incidental to and included in any use specified in the Second Schedule.

Second  
Schedule.

(3) No class specified in the Second Schedule shall indicate use—

- (a) as an amusement arcade or centre or a funfair;
- (b) as a launderette;
- (c) for dry cleaning;

- (d) for sale of fuel for motor vehicles;
- (e) for sale or display for sale of motor vehicle;
- (f) for a taxi business or business for the hire of motor vehicles;
- (g) as a scrap yard or yard for the storage or distribution of minerals or the breaking of motor vehicles;
- (h) as a hostel;
- (i) as a retail warehouse club;
- (j) as a spa;
- (k) as a massage parlour;
- (l) as a funeral parlour;
- (m) as a night club;
- (n) as a casino; or
- (o) as a place of religious assembly.

Applications  
for planning  
permission.

6.—(1) An application for planning permission shall—

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

(2) Where permission to develop land is granted under this Part, then, except as may be otherwise provided by the permission, the grant of permission shall ensure for the benefit of the land and of all persons for the time being interested in the land, but without prejudice to the provisions of Part 1 of the Act with respect to the revocation and modification of permission so granted.

Permitted  
Develop-  
ment.  
Third  
Schedule.

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

(2) Nothing in this paragraph or in the Third 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 monument 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 Control Act*.

Grant or  
refusal of  
planning  
permission.  
Fourth  
Schedule.  
Form A.

8.—(1) Upon receiving an application for planning permission, the local planning authority shall send to the applicant an acknowledgement of receipt of the application in writing in the form set out as Form A in the Fourth Schedule.

(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 develop-  
ment.

9.—(1) Subject to sub-paragraph (2) of this paragraph no development of land of 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 any conditions as may be specified by directions given by the Minister under this Order grant permission for development which does not appear to be provided for in this Order and is not in conflict therewith.

Outline  
planning  
permission.

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

(2) Upon receiving an application for planning permission, the local planning authority shall send to the applicant an acknowledgement of receipt of the application in writing in the form set out as Form A in the Fourth Schedule.

Fourth  
Schedule.  
Form A.

(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 from 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), 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 has been received on the date when the information was furnished and had included the information); or
- (b) appeal to the Minister under section 13 of the Act within twenty-eight days of receiving the notice, or such longer period as the Minister may, at any time, allow, as if his application had been refused by the local planning authority.

Application  
to approve  
reserved  
matters.

11. Where a person has been granted outline planning permission, the person may apply for the approval of reserved matters and the 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 greater number is required, be accompanied by three copies of the application and the plans and drawings submitted with it;
- (d) be made within three years of the permission, except where the planning authority indicates a lesser period.

Applications  
for determi-  
nations under  
section 14 of  
Act.

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

(2) On receipt of any application under this paragraph the local planning authority shall send to the applicant an acknowledgement thereof in the form set out as Form A in the Fourth Schedule.

Fourth  
Schedule.  
Form A.

(3) In the case of an application for a determination (whether forming part of an application for planning permission or not), where the local planning

authority determines that the carrying out of operations, or the making of a change in the use of land, would constitute or involve development of the land, it shall state in the notice the grounds for its determination and include a statement to the effect that if the applicant is aggrieved by its decision he may appeal to the Minister under section 13 of the Act within the time, not being less than twenty-eight days from the receipt of the notification of the decision thereof giving a copy to the local planning authority.

Notification  
of decision or  
determina-  
tion.

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

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

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

it shall state its reason for the decision or determination in writing and send with the decision or determination a notification in the form set out as Form B the Fourth Schedule.

Form B.  
Fourth  
Schedule.

Requiring  
additional  
information.

14.—(1) The local planning authority in 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.

(2) An applicant who, without reasonable cause, fails to supply any additional information required under sub-paragraph 1(a) within 30 days of the date of receipt of the notice requiring the information or such longer period as the local planning authority may think adequate in the circumstances shall be deemed to have withdrawn the application and shall be advised accordingly.

Directions  
restricting  
the grant of  
planning  
permission.

15.—(1) The Minister may give directions restricting the grant of planning permission by the local planning authority during the period as may be specified in the directions in respect of the 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/  
Authority.

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

- (a) with a neighbouring local planning authority, where it appears to the local planning authority that the development is likely to affect land in the area of that neighbouring local planning authority; or
- (b) with the Chief Technical Director where it appears to the local planning authority that the development involves—
  - (i) land adjacent to a main road or land reserved for future main road improvement;
  - (ii) any engineering or other works in connection with the formation, laying out, grading or drainage of any access road;
  - (iii) any works which may affect water drainage inside or outside the land to which the application relates, particularly any works affecting or likely to affect any natural water course; or
  - (iv) such significant increase in traffic that the town planning and traffic engineering consideration cannot be considered in isolation from the detailed engineering implications of any such development;
- (c) with the Minister 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 the 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 meters of a national monument or protected national heritage and land within a preservation scheme or to sites listed in Appendix 3 of the Fifth Schedule;
- (e) with the Natural Resources Conservation Authority where —
  - (i) the development is occurring on land situated in a coastal zone, in or adjacent to ecologically sensitive

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- 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 or environmental impact assessment;
  - (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) in 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 responsible 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 where the land to be developed is situated in any mineral deposit area; and the Jamaica Bauxite Institute for bauxite related activities;
- (h) with the Mines and Geology Division where the land is in a hillside area and there is a potential for slope instability or where a geotechnical report will be necessary;
- (i) with the Office of Disaster Preparedness and Emergency Management where the development is situated on land occurring in areas subject to natural hazards;
- (j) with the Water Resources Authority and National Water Commission where there is to be an increase in demand for water or where effluent is to be discharged in streams or an aquifer;
- (k) with the National Water Commission where a sewage treatment plant is being proposed or connection to an existing sewerage system is proposed;

- (l) with the Civil Aviation Authority, where—
  - (i) the development is located within a 3 km radius of airports, aerodromes, airstrips, similar facilities and flight paths;
  - (ii) the structure proposed is to be within 9.26 km (5 nautical miles) of an aerodrome;
- (m) with the relevant building authority—
  - (i) for roof mounted mast or tower in order to ensure the structural integrity of the roof;
  - (ii) for roof gardens to ensure structural integrity and reinforcement;
  - (iii) for solar panels to ensure integrity of the roof;
- (n) with the Forestry Department where land is located in or adjoining forest reserves and forest management areas.

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

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

Applications referred to the Authority.

17.—(1) 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.

(2) The notice under sub-paragraph (1) shall —

- (a) inform the applicant that the application has been referred to the Authority; and
- (b) 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.

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

- (a) against a decision of the local planning authority or the Authority as the case may be for—
  - (i) refusing planning permission; or
  - (ii) granting planning permission subject to conditions;
- (b) against a determination of the local planning authority under section 14 of the Act; or
- (c) on the failure of the local planning authority or the Authority or as the case may be, to give notice of their decision or determination;
- (d) against the referral of the planning authority to approve details which were reserved when an outline permission was given or against their decision approving the details subject to conditions shall give notice of appeal to the Minister copying that notice to the local planning authority, or the Authority, as the case may be—
  - (i) within one month of the receipt of notice of decision or determination; or
  - (ii) within one month of the expiry of the period specified in paragraph 13(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 Application. 19. The local planning authority shall keep a register to be 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 for the applicant, the date of the application, and brief particulars 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 the 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 the application.

Information on applications to be given to Minister.

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

Directions, consents and notices.

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

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

Control of subdivided land.

22.—(1) Where any person proposes to subdivide land within the area to which this Order applies into allotments for the purpose of development or for 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.

(2) 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.

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

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

Revocation.

24. Subject to paragraph 26, the *Town and Country Planning (Saint Catherine Coast) Confirmed Development Order, 1965*, the *Town and Country Planning (Spanish Town) Confirmed Development Order, 1964*, the *Town and Country Planning (Bog Walk/ Linstead/ Ewarton Area) Development Order, 1965*, and the *Town and Country Planning Petrol Filling Station - (St. Catherine ) Development Order, 1964*, are revoked.

Savings.

25. Notwithstanding the revocation of the Orders referred to in paragraph 25 any permission granted pursuant to those Orders which had effect immediately before the coming into operation of this Order, shall until the permission is revoked, continue to have effect as if granted pursuant to this Order.



## FIRST SCHEDULE (Paragraphs 2 and 4)

*Description of Boundaries*

## PART I.

## ST. ELIZABETH PARISH DEVELOPMENT ORDER AREA

Starting from the south-eastern boundary, at the intersection at the seacoast and the common boundary between the parishes of Manchester and St. Elizabeth at Alligator Pond Bay; thence northerly along the boundary to where Hector's River first disappears into the limestone; then westerly from this sinkhole to a point three miles east of Niagara where the three parish boundaries of St. James, Westmoreland and St. Elizabeth meet; then south-westerly and southerly to the coast in a straight line to the territorial boundary; thence southerly in a straight line to the territorial boundary; thence along the territorial boundary to a point directly opposite Pedro Banks; thence continuing at a right angle in a straight line to the coast at the starting point to include all offshore islands, cays, man-made and natural accretions excluding the Pedro Banks and Cays.

## PART II

## LOCAL PLANNING AREAS IN ST. ELIZABETH

*Black River Local Planning Area*

Starting from the point where the Savanna-la-mar to Black River main road meets the Speculation/Hodges Secondary Road at Hodges; thence northerly and along the Speculation/Hodges Secondary Road to where it meets the Sandy Ground/Luana Secondary Road; thence easterly and along the Sandy Ground/Luana Secondary Road to where it meets the Black River/Lacovia Main Road at Luana; thence southerly and along Black River/Lacovia Main Road to where Luana property boundary meets it near the main road; thence south-easterly along the Luana property boundary (wire fence) to the Black River; thence southerly and along the Black River/Williamsfield Secondary Road at the Black River Bridge; thence south-easterly along this secondary road to where it changes direction at Crane Corner and meets a private road; thence westerly along this private road and continue to the sea coast; thence north-westerly along the sea coast to where it meets the Hodges property boundary; thence northerly along this property boundary to meet the Black River/Savanna-la-mar Main Road at the Public Works Quarters; thence north-westerly along the Black River/Savanna-la-mar Main Road to the starting point.

*Santa Cruz Local Planning Area*

Starting from the point where the Lacovia/Mandeville Main Road meets the Emmaus/Lovely Point Road; thence south-westerly along the Emmaus/Lovely Point to where it meets the Emmaus/Nain Parish Council Road; thence north-westerly and along the Emmaus/Nain Parish Council Road to where it meets the Santa Cruz/

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FIRST SCHEDULE, *contd.*

Malvern Secondary Road; thence southerly and along this secondary road to where it meets the Sevens Corners Parish Council Road; thence westerly and along this Parish Council Road to where it meets the Waterloo Road at Isaac Facey's shop; thence south-westerly and along Waterloo Road to where it meets the Townsend/Scholefield Parish Council Road; thence north-westerly and north-easterly along this Parish Council Road to where it meets the Holst Road; thence westerly and north-westerly along Holst Road to where it meets New Hope Parish Council Road; thence south-westerly and along this Parish Council Road to where it meets the Good Hope Parish Council Road; thence northerly and along this Parish Council Road to meet the Lacovia/Santa Cruz Main Road; thence continuing northerly in a straight line to meet the New River; thence south-easterly and along the New River to where it crosses the Wanstead Parish Council Road to meet the edge of the swamp; thence south-easterly and north-easterly along the edge of the swamp in a straight line to meet Neville Frazer's residence; thence south-easterly from this point in a straight line to meet the Bybrook Parish Council Road at Mrs. Ruby Mulling's residence; thence north-easterly along the Bybrook Parish Council Road to where it meets a district road that leads to Mertella Brown's residence; thence south-easterly along this district road to where it meets the eastern boundary of Neville Wright's property at Mertella Brown's residence; thence easterly and southerly along Neville Wright's property boundary (stonewall) to where it meets the Lacovia/Mandeville Main Road; thence easterly and along the Lacovia/Mandeville Main Road to the starting point.

*Junction/Bull Savanna Local Planning Area*

Starting from the point where the Ballards Valley Parish Council Road meets the Southfield/Junction Secondary Road opposite the Ballards Valley Primary School; thence south-easterly and north-easterly along the secondary road to the Exton Parish Council Road to its junction with the Munroe College/Comma Pen Parish Council Road in Morningside at the phone booth; thence north-easterly and along the Munroe College/Comma Pen Parish Council Road to meet the Junctions/Downs Secondary Road; thence north-easterly and along the secondary road to where it meets Comma Pen Parish Council Road; thence south-easterly along the Comma Pen Parish Council Road to its junction with Comma Pen/New Forest Parish Council Road; thence easterly and along the Comma Pen/New Forest Parish Council Road for approximately 410m and then in a southerly direction in a straight-line to where it meets the Junction/Alligator Pond Secondary Road; thence north-westerly and south-westerly and along the Junction/Alligator Pond Secondary Road to meet an intersection with a secondary road; thence south-easterly and westerly along this secondary road to the crossing at Thatch Walk track; thence continuing westerly along the secondary road to meet the Bull Savanna Parish Council Road; thence south-westerly and north-westerly along Bull Savanna Parish Council Road

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FIRST SCHEDULE, *contd.*

to where it meets Ballards Valley Parish Council Road; thence northerly along Ballards Valley Parish Council Road to the starting point.

*Treasure Beach Local Planning Area*

Starting from the point on the seacoast at Boatsman Bay; thence south-westerly and north-westerly along the sea coast to where it meets the Starve Gut Bay Road; thence north-easterly and along this road through Dummy Hill to where it meets the Fort Charles Parish Council Road; thence south-easterly and along this road to where it meets a track at Green Valley leading to Spence Town; thence south-easterly along this track to where it meets a new Parish Council Road (formerly a village track); thence easterly along this track (former village track) to where it meets the Newcombe Valley P.C.R; thence south-easterly along Newcombe Valley Parish Council Road to where it meets the Short Hill Track (Jane White Lane); thence north-easterly along Short Hill Track to where it meets the Short Hill Parish Council Road; thence south-westerly and along this road to where it meets the Treasure Beach/Pedro Cross Parish Council Road at the Pedro Police Station; thence easterly along the Treasure Beach/Pedro Cross Parish Council Road to where it meets the Back Flagman Parish Council Road; thence southerly along the Back Flagman Parish Council Road; thence southerly along the Back Flagman Parish Council Road for about four chains to where it meets the Pedro Pen Property Boundary; thence southerly along the Pedro Pen Property Boundary to the starting point.

*Balaclava Local Planning Area*

Starting from the point where the Mount Pleasant Parish Council Road meets the Union/Oxford Secondary Road opposite the Catholic school and church; thence westerly and along the Union/Oxford Secondary Road to where it meets the Bogue Hill Secondary Road at Union; thence south-easterly and along the Bogue Hill Secondary Road to meet a track 2 chains north of the Church of God Prophecy; thence north-westerly and along this track to where it meets an interval road at Salmon Piece; thence northerly along this interval road, crossing the railway line to where it meets the Siloah/Union Secondary Road; thence south-easterly and along this secondary road to where it meets Raheen property road; thence northerly and along the Raheen property road to where it meets the Raheen property; thence easterly along this property boundary to where it meets the railway line; thence north-easterly along the railway line to where it meets the eastern boundary of Raheen Estate; thence northerly and along this property boundary to where it meets the Marlborough Parish Council Road; thence north-westerly along the Marlborough Parish Council Road to where it meets the Mexico Hill Track; thence north-easterly along the Mexico Hill Track to where it meets the Rose Valley Parish Council Road; thence north-westerly along the Rose Valley Parish Council Road to where it meets the Oxford land settlement road at the Rose Valley Infant School;

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FIRST SCHEDULE, *contd.*

thence north-easterly and along this settlement road to where it meets the St. Elizabeth/Manchester parish boundary; thence southerly and along this parish boundary (crossing the northern branch of Oxford District Road) to where it meets the Kensham Farm Road; thence south-westerly and along this road to where it meets Mount Pleasant Parish Council Road; thence north-westerly along the Mount Pleasant P.C.R to the starting point.

*Southfield Local Planning Area*

Starting from the point where the Williamsfield/Southfield secondary road meets the Congo Hole Parish Council Road at D. Bromfield's business place; thence north-easterly and along this secondary road to where it meets the Malvern/Chase Parish Council Road at the Shell Gas Station in Southfield; thence north-westerly along this Parish Council Road to its junction with the Queensbury Parish Council Road at Tamarind Tree; thence north-easterly along the Queensbury Parish Council Road to where it meets the Barber Green Road just below Cross Roads; thence north-easterly for a short distance along Barber Green Road to where it crosses the Malvern/Southfield Secondary Road to and along the Bellevue/St. Marys Parish Council Road to where it meets the Bellevue Mountain Parish Council Road at Herba's Dance Hall; thence south-easterly and along this Bellevue Mountain Parish Council Road to where it meets the Mannings Land Lease Road; thence southerly and along the Mannings Land Lease Road to where it meets a housing scheme road; thence southerly along this scheme road to meet the Southfield/Junction Secondary Road at the Ministry of Agriculture Office; thence easterly and along this secondary road to its junction with the Round-A-Tenk Parish Council Road; thence south-easterly and along this Parish Council Road to where it meets the Down Country Parish Council Road; south-easterly and along Down Country Parish Council Road to where it meets the Tryall Parish Council Road; thence southerly and along Tryall Parish Council Road to meet Old Bottom Parish Council Road; thence south-easterly along the Old Bottom Parish Council Road to where it meets Tryall Track leading from Tryall to the sea coast; thence westerly and along the sea coast to where it meets Congo Track leading to Congo Hole Parish Council Road; thence northerly and along Congo Track to meet the Congo Hole Parish Council Road; thence northerly and along Congo Hole Parish Council Road to the starting point.

*Malvern Local Planning Area*

Starting from the point where the Malvern/Southfield secondary road meets Elphinstone District Road at Braemar opposite Mr. Tomlinson's Supermarket; thence south-westerly and along this secondary road to meet the Torrington/Bideford Parish Council Road at Torrington Great House; thence north-westerly along this Parish Council Road to where it meets the Malvern/Southfield Secondary Road; thence north-easterly along Malvern/Southfield Secondary Road to where it meets

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FIRST SCHEDULE, *contd.*

the Stanmore Parish Council Road; north-westerly along the Stanmore Parish Council Road to where it meets the old property road; thence north-easterly along the old property road to where it meets an unpaved land settlement road (leading to Upper Prosper); thence south-easterly and along this unpaved land settlement road to where it meets a paved land settlement road opposite Mr. Powell's shop; thence easterly along this settlement road for a short distance to where it meets the Scholefield/Retirement Parish Council Road; thence south-easterly and along the Scholefield/Retirement Parish Council Road to meet the Mount Olivet Parish Council Road north of Plymouth Brethren Church; thence south-easterly along the Mount Olivet Parish Council Road to meet the Malvern/Santa Cruz secondary road; thence north-easterly and along the Malvern/Santa Cruz Secondary Road to where it meets a private road; thence south-easterly along the Malvern/Santa Cruz secondary road to where it meets the Lower Ginger Ground Parish Council Road at the Unity Post Office; thence south-easterly and along the Lower Ginger Ground Parish Council Road to meet the Russells/Malvern Parish Council Road; thence easterly for a short distance along this Parish Council Road to meet the Elphinstone private property road; thence southerly and south-westerly along this property road to and along the Elphinstone District Road to the starting point.

*Lacovia Local Planning Area*

Starting from the point where the Salt Spring to Lacovia Parish Council Road crosses the Black River at the Lacovia Bridge; thence westerly and along the Black River to where it meets the eastern boundary of Holland Estate; thence north-easterly in a straight line to meet a Parish Council Road; thence northerly and along this Parish Council Road to the Black River/Lacovia main road; thence westerly along the Black River/Lacovia Main Road to where it meets the Carisbrook Parish Council Road; thence northerly along the Carisbrook Parish Council Road for approximately 860m; thence easterly in a straight-line to meet a track; thence south-easterly along this track to where it meets Reading Parish Council Road; thence easterly and along this road for approximately 460m; thence south-easterly in a straight line to meet the Lacovia to Greenfield Parish Council Road; thence easterly along this road for approximately 130m; thence south-easterly in a straight line to meet the Tombstone to Maggoty Secondary Road; thence south-westerly along the road for approximately to meet a track; thence south-easterly along this track to where it meets the Black River; thence easterly along this river for approximately 1.08km; thence easterly in a straight line for approximately 160m; thence southerly in a straight line to meet a private road; thence southerly from this private road to where it meets the Lacovia to Mandeville Main Road; thence southerly from this point to meet a Bridle Track; thence westerly along this track to the Lacovia/Mountainside Road; thence northerly and along this road to where it meets the Old Lacovia to Mandeville Main Road; thence north-westerly along this road to

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FIRST SCHEDULE, *contd.*

where it meets the Salt Spring to Lacovia Parish Council Road; thence north-easterly along this road to the starting point.

*Maggotty Local Planning Area*

Starting from the point where the Newton Parish Council Road meets the Y.S./Siloah Secondary Road; thence south-westerly along the secondary road to the Mount Semple Parish Council Road; thence north-easterly and along the Mount Semple Parish Council Road to where it meets a track; thence northerly along this track to meet the railway line at “Step”; thence south-easterly and along the railway line to where it meets another track about two chains east of the Mile Post No. 81; thence north-easterly and along this track to where it meets the Revere Mining Parish Council Road; thence northerly and along the Revere Mining Parish Council Road to where it meets the Maggotty Mountain Track; thence north-easterly and along this track to meet another track (1 Kilometre); thence north-easterly and along this track to its end; thence easterly from this point in a straight imaginary line to where the Elderslie/Vauxhall Secondary Road intersects with the Red Hills Parish Council Road; thence south-easterly and along the Elderslie/Vauxhall Secondary Road crossing the Maggotty River to meet the Y.S./Siloah Secondary Road; thence south-easterly and along the Y.S./Siloah Secondary Road to where it meets the Coake Parish Council Road at the railway crossing; thence south-westerly and along this Parish Council Road to where it meets Johntan Parish Council Road at the Community Centre; thence north-westerly and along this Parish Council Road to where it ends at Johntan track; thence south-westerly along this track to meet the Maggotty Pass Parish Council Road; thence north-westerly and along the Maggotty Pass Parish Council Road to meet the Maggotty/Tombstone Secondary Road at the railway crossing; thence south-easterly and along this secondary to where it meets property boundary (1 Kilometre); thence south-westerly and along this property boundary to where it meets a track; thence south-westerly and along this track to where it meets the Newton Parish Council Road; thence north-easterly and along the Newton Parish Council Road; thence northerly from this point in a straight imaginary line to the point where the railway line crosses the Y.S./Siloah Secondary Road at the starting point.

*Elderslie Local Planning Area*

Starting from the point where a Parish Council Road meets the parish boundary at Arcadia; thence southerly and along this Parish Council Road to where meets the Cooks Bottom Parish Council Road; thence southerly in a straight line from this point to the Elderslie/Vauxhall Secondary Road; thence southerly and along the Elderslie/Vauxhall Secondary Road to where it meets the Nanny Parish Council Road; thence north-westerly and along the Nanny Parish Council Road and the Elderslie/Redgate Secondary Road; thence westerly and along this road to the western boundary of Celester Porter’s property; thence northerly and along this

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FIRST SCHEDULE, *contd.*

property boundary in a straight line to where it meets the parish boundary; thence north-easterly along the parish boundary to the starting point.

*New Market Local Planning Area*

Starting from the point where the Kilmarnoch Parish Council Road meets the Hopeton/New Market Secondary Road; thence south-westerly and along the Hopeton/New Market Secondary Road to where it meets the St. Elizabeth/Westmoreland parish boundary; thence north-westerly and along the parish boundary (crossing the Woodstock/New Market Secondary Road) to where it meets Dawkins Track; thence north-easterly and along this track to where it meets the Flint Valley Track; thence easterly and along the Flint Valley Track to where it meets Tatewood Parish Council Road; thence south-westerly and south-easterly along this Parish Council Road to the Mocho/Woodlands Parish Council Road at the Woodlands Post Agency; thence southerly and south-westerly along the Mocho/Woodlands Parish Council Road to where it meets the Fraser Parish Council Road; thence north-easterly and along the Fraser Parish Council Road to meet a property boundary (400 metres); thence south-westerly and along this property boundary to meet a track; thence south-easterly and along this track to where it crosses the New Market/Middle Quarters Secondary Road to meet a property boundary; thence south-westerly and along this boundary to where it meets the Green Valley Parish Council Road; thence south-westerly and along the Green Valley Parish Council Road to its junction with the Colon/Prospect Parish Council Road; thence south-westerly and along this Parish Council Road to where it meets the Kilmarnoch Parish Council Road; thence north-westerly and along the Kilmarnoch Parish Council Road (passing Red Bank) to where it meets the Hopeton/New Market Secondary Road at the starting point.

*Middle Quarters Local Planning Area*

Starting from a point where the Black River/Lacovia Main Road meets the Redgate/New Holland Secondary Road; thence westerly and along the Black River/Lacovia Main Road to where it meets the Baptist/White Hall secondary road at Baptist; thence north-easterly along the Baptist/White Hall secondary road to where it meets the Newmarket/Middle Quarters Secondary Road; thence north-easterly and along parcel boundaries in a straight line to meet an imaginary point in the mountains; thence north-easterly in a straight line across the mountains from the imaginary point to meet the Cainsborough/Bailey Ground Parish Council Road; thence easterly and along the Cainsborough/Bailey Ground Parish Council Road to meet the Redgate/New Holland Secondary Road; thence south-easterly and along the Redgate/New Holland Secondary Road to the starting point.

## SECOND SCHEDULE

(Paragraph 5)

*Use Classes Order*

Planning Permission is required for change of use from one class to another but not within the same class.

*Class 1 — Shops*

Use for all or any of the following purposes:—

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

*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 e.g. banks, building societies, estate and employment agencies.

*Class 3 — Restaurants and Cafes*

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



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SECOND SCHEDULE, *contd.*Class 4 — *Drinking Establishments*

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

Class 5 — *Hot Food Take-aways*

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

Class 6 — *Business*

Use for all or any of the following purposes:—

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

Class 7 — *General Industry*

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

Class 8 — *Storage or Distribution*

Use for storage or as a distribution centre or as a wholesale warehouse, but **not** for use of scrap metal storage or any other dangerous or hazardous materials.

Class 9 — *Hotels*

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

Class 10 — *Residential Institutions*

- (a) for the provision of residential accommodation and care to people in need of after care. (Other than a use within Class 12 (dwelling houses);
- (b) use as a hospital or nursing home;
- (c) use as a residential school, college or training centre.

Class 11 — *Secure Residential Institution*

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

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SECOND SCHEDULE, *contd.*Class 12 — *Dwelling House*

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

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

Class 13 — *Non-residential Institutions*

Any use not including a residential use—

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

Class 14 — *Assembly and Leisure*

Use as:

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

## THIRD SCHEDULE

(Paragraph 7)

*Permitted Development*CLASSES OF DEVELOPMENT WHICH MAY BE UNDERTAKEN  
WITHOUT REQUIRING PLANNING PERMISSIONPART 1 — *Development within the Curtilage of a Dwelling House*

Use for all or any of the following purposes:—

## CLASS A

- |                              |      |  |
|------------------------------|------|--|
| Permitted<br>development     | A.   | The enlargement, improvement or other alteration<br>of a dwelling house.   |
| Development<br>not permitted | A. 1 | Development is not permitted if— <ul style="list-style-type: none"><li>(a) the cubic content of the resulting<br/>building would exceed the cubic<br/>content of the original dwelling<br/>house—<ul style="list-style-type: none"><li>(i) in the case of a terrace<br/>house or a town house by<br/>more than 50 cubic meters<br/>or 10% whichever is the<br/>greater;</li><li>(ii) in any other case, by more<br/>than 70 cubic metres;</li></ul></li><li>(b) the part of the building enlarged,<br/>improved or altered would exceed in<br/>height the highest part of the roof of<br/>the original dwelling house;</li><li>(c) the part of the building enlarged,<br/>improved or altered would be nearer<br/>to any highway which bounds the<br/>curtilage of the dwelling house than—<ul style="list-style-type: none"><li>(i) the part of the original<br/>dwelling house nearest to<br/>that highway; or</li><li>(ii) 15.24 metres, whichever is<br/>the nearest to the<br/>highway;</li></ul></li></ul> |

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THIRD SCHEDULE, *contd.*

- (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
- (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

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 THIRD SCHEDULE, *contd.*

part of the resulting building for the purpose 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	<p>Development is not permitted if—</p> <ul style="list-style-type: none"> <li>(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.</li> <li>(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;</li> <li>(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;</li> <li>(d) the cubic content of the resulting building would exceed the cubic content of the original dwelling house—               <ul style="list-style-type: none"> <li>(i) in the case of a terrace house or town house by more than 50 cubic metres or 10% whichever is the greater;</li> <li>(ii) in any other case, by more than 70 cubic metres or 15%, whichever is the greater; or</li> <li>(iii) in any case, by more than 115 cubic metres.</li> </ul> </li> </ul>

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THIRD SCHEDULE, *contd.*

## CLASS C

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

## CLASS D

Permitted development	D.	The erection or construction of a porch outside any external door of a dwelling house.
Development not permitted	D. 1	Development is not permitted if— <ul style="list-style-type: none"> <li>(a) the ground area (measured externally) of the structure would exceed 3 square metres;</li> <li>(b) any part of the structure would be more than 3 metres above ground level;</li> <li>(c) any of the structure would be within 15.54 metres of any boundary of the curtilage of the dwelling house to a highway.</li> </ul>

## CLASS E

Permitted development	E.	The provision within the curtilage of a dwelling house of any building or enclosure, swimming or other pool required for a purpose incidental to the enjoyment of the dwelling house as such, or the maintenance, improvement or other alteration of such a building or enclosure.
Development not permitted	E. 1	Development is not permitted if— <ul style="list-style-type: none"> <li>(a) it relates to a dwelling or a satellite antenna;</li> <li>(b) any part of the buildings or enclosure to be constructed or provided would be nearer to any highway which bounds the curtilage than—               <ul style="list-style-type: none"> <li>(i) the part of the original dwelling house nearest to that highway; or</li> </ul> </li> </ul>

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 THIRD SCHEDULE, *contd.*

- (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 and 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;
- (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 of 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

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.

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THIRD SCHEDULE, *contd.*

## 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	<p>Development is not permitted if—</p> <ul style="list-style-type: none"> <li>(a) the size of the antenna (excluding any projecting feed element, reinforcing rim, mounting and brackets) when measured in any dimension would exceed— <ul style="list-style-type: none"> <li>(i) 45 centimetres in the case of an antenna to be installed on a chimney;</li> <li>(ii) 70 centimetres in any other case;</li> </ul> </li> <li>(b) the highest part of an antenna to be installed on a roof or a chimney would, when installed, exceed in height— <ul style="list-style-type: none"> <li>(i) in the case of an antenna to be installed on a roof, the highest part of the roof;</li> <li>(ii) in the case of an antenna to be installed on a chimney, the highest part of the chimney;</li> </ul> </li> <li>(c) there is any other satellite antenna on the dwelling house or within its curtilage;</li> </ul>
Conditions	G.2	<p>Development is permitted by Class G subject to the following conditions—</p> <ul style="list-style-type: none"> <li>(a) an antenna installed on a building shall, so far as practicable, be sited so as to minimize its effect on the external appearance to the building;</li> </ul>



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THIRD SCHEDULE, *contd.*

- (b) an antenna no longer needed for the reception or transmission of microwave radio energy shall be removed as soon as reasonable practicable.

Interpretation of Part 1      1.      For the purposes of Part 1—

“existing building” means the dwelling house as enlarged, improved or altered, 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, exceeds 1.22 metre above ground level;
- (b) the height of any other gate, fence, wall or means of enclosure erected or constructed would exceed two metres above ground level;
- (c) the height of any gate, fence wall or other means of enclosure maintained, improved or altered would, as a result of the development, exceed its former height or the height referred to in subparagraph (a) or (b) as the height appropriate to it if erected or constructed, whichever is the greater; or

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THIRD SCHEDULE, *contd.*

- (d) it would involve development within the curtilage of, or to a gate, fence, wall or other means of enclosure surrounding, a listed building.

CLASS B

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

CLASS C

- |                           |      |   |
|---------------------------|------|---|
| Permitted development     | C.   | The painting of the exterior of any building or work.   |
| Development not permitted | C. 1 | Development is not permitted where the painting is for the purpose of advertisement, announcement or direction. |
| Interpretation of Class C | 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 dwelling-house curtilages. Rights under this Part are not so limited.

PART 3 — *Development by Local Authorities*

CLASS A

- |                       |     |  |
|-----------------------|-----|--|
| Permitted development | A.  | The erection or construction and maintenance, improvement or other alteration by local authority of—   |
|                       | (a) | 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. |

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THIRD SCHEDULE, *contd.*

- (b) 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 as may be required in connection with the operation of any public service administered by them.

CLASS B

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

PART 4 — *Temporary Buildings and Uses*

CLASS A

- |                           |      |  |
|---------------------------|------|--|
| Permitted development     | A.   | The provision on land of buildings, moveable structures, works, plant or machinery required temporarily in connection with and for the duration of operations being or to be carried out on, in, under or over that land or on land adjoining that land. |
| Development not permitted | A. 1 | <p>Development is not permitted if—</p> <p>(a) the operations referred to are mining operations; or</p> <p>(b) planning permission is required for those operations but is not granted or deemed to be granted.</p>                                      |
| Conditions                | A. 2 | <p>Development is permitted subject to the conditions that, when the operations have been carried out—</p> <p>(a) any building, structure, works, plant or machinery permitted by this Class shall be removed; and</p>                                   |

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THIRD SCHEDULE, *contd.*

- (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 for speed and practicing for these activities, and the provision on the land of any moveable structure for the purposes of the permitted use.
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Development not premitted	B. 1	Development is not permitted if— <ul style="list-style-type: none"> <li>(a) the land in question is a building or is within the curtilage of a building; or</li> <li>(b) the land is, or is within, an area of special scientific interest and the use of the land is for—             <ul style="list-style-type: none"> <li>(i) motor car and motor cycle racing or other motor sports;</li> <li>(ii) clay pigeon shooting;</li> <li>(iii) any war game.</li> </ul> </li> </ul>
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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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THIRD SCHEDULE, *contd.*

PART 5—*Agricultural Buildings and Operations*

Class A		Development on units 2.0 hectares or more.
Permitted development	A.	<p>The carrying out on agricultural land comprised in an agricultural unit 2.0 hectares or more in area of—</p> <ul style="list-style-type: none"> <li>(a) works for the erection, extension or alteration of a building, or</li> <li>(b) any excavation or engineering operations, which are reasonably necessary for the purposes of agriculture within that unit.</li> </ul>
Development not permitted	A.1	<p>Development is not permitted 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) it would consist of, or include, the erection, extension or alteration of a dwelling;</li> <li>(c) it would involve the provision of a building, structure or works not designed for agricultural purposes;</li> <li>(d) the ground area which would be covered by— <ul style="list-style-type: none"> <li>(i) any works or structure (other than a fence) for accommodating livestock or any plant or machinery arising from engineering operations; or</li> <li>(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;</li> </ul> </li> </ul>

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THIRD SCHEDULE, *contd.*

- (e) the height of any part of any building, structure or works within 3 kilometres of the perimeter of an aerodrome would exceed 3 meters;
- (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 meters;
- (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 lands which are connected with fish farming.

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

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

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THIRD SCHEDULE, *contd.*

- (b) where the development involves—
  - (i) the extraction of any mineral from the land; or
  - (ii) the removal of any mineral from a mineral-working deposit, the mineral shall not be moved off the unit;
- (c) Waste materials shall not be brought onto the land 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 of the deposit of waste material (where the relevant area, as defined in paragraph D.4 below exceeds 0.5 hectares); 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

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THIRD SCHEDULE, *contd.*

authority will be required for 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;

- (b) the application shall be accompanied by a written description of the proposed development and of the materials to be used and a plan indicating the site;
- (c) the development shall not 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 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



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THIRD SCHEDULE, *contd.*

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;

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

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THIRD SCHEDULE, *contd.*

otherwise agree in writing, be carried out—

- (i) where prior approval is required, in accordance with the details approved;
  - (ii) where prior approval is not required, in accordance with the details submitted with the application; and
- (f) the development shall be carried out—
- (i) where approval has been given by the local planning 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 subparagraph (b).

(3) The conditions in paragraph (2) do not apply to the extension or alteration of a building except in the case of significant alteration or a significant extension.

(4) Development consisting of the significant extension or the significant alteration of a building may only be carried out once by virtue of Class A.

CLASS B

Permitted  
development

B.

Development on Units of less than 2.0 Hectares

The carrying out on agricultural land comprised in an agricultural unit of not less than 0.4 but less than 2 hectares in area of development consisting of—

- (a) the extension or alteration of an agricultural building;

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 THIRD SCHEDULE, *contd.*

- (b) the installation of additional or replacement plant or machinery;
- (c) the provision, rearrangement or replacement of a sewer, main, pipe, cable or other apparatus;
- (d) the provision, rearrangement or replacement of a private way;
- (e) the creation of a hard surface;
- (f) the deposit of waste; or
- (g) the carrying out of any of the following operations in connection with fish farming, namely repairing ponds and raceways; the installation of grading machinery, aeration equipment or flow meters and any associated channel; the dredging of ponds; and the replacement of tanks and nets, where the development is reasonably necessary for the purposes of agriculture within the unit.

Development  
not permitted

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

- (a) the development would be carried out on a separate parcel of land forming part of the unit which is less than 0.4 hectare in area;
- (b) The external appearance of the premises would be materially affected;
- (c) any part of the development would be within 25 meters of a metalled part of a trunk or classified road;
- (d) it would consist of, or involve, the carrying out of any works to a building or structure used or to be used for the accommodation of livestock or the storage of slurry or sewage sludge where the building or structure is

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THIRD SCHEDULE, *contd.*

within 400 meters of the curtilage of a protected building; or

- (e) it would relate to fish farming and would involve the placing or assembly of a tank on land or in any waters or the construction of a pond in which fish may be kept or an increase (otherwise than by the removal of silt) in the size of any tank or pond in which fish may be kept.

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

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

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THIRD SCHEDULE, *contd.*

		the perimeter of an aerodrome would exceed 12 meters;
		(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.
	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

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THIRD SCHEDULE, *contd.*

		purposes within the agricultural unit of which it forms part.
Development not permitted	C. 1	Development is not permitted by Class C if any excavation would be made within 15.24 metres of a metalled part of a trunk or classified road.
Condition	C. 2	Development is permitted by Class C subject to the condition that no mineral extracted during the course of the operation shall be moved to any place outside the land from which it was extracted, except to land which is held or occupied with that land and is used for the purposes of agriculture.
Interpretation of Part 5	D. 1	<p>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 farm worker;</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 mollusk);</p>

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THIRD SCHEDULE, *contd.*

“livestock” includes fish or shellfish which are farmed;

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

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

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

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

D. 2 For the purposes of this Part—

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

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THIRD SCHEDULE, *contd.*

- (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 requirement;
    - (ii) an emergency due to another building or structure in which the livestock could otherwise be accommodated being unavailable because it has been damaged or destroyed by fire, flood or storm; or
  - (b) in the case of animals normally kept out of doors they require temporary accommodation in a building or other structure—
    - (i) because they are sick or giving birth or newly born; or
    - (ii) to provide shelter against extreme weather conditions.
- D. 4 For the purposes of paragraph A. 2(2)(iii) the relevant area is the area of the proposed excavation or the area on which it is proposed to deposit waste together with the aggregate of the areas of all other excavations within the unit which have not been filled and of all other parts of the unit on or under which waste has been deposited and has not been removed.



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THIRD SCHEDULE, *contd.*

D. 4A In paragraph A.2(2)(d)(i), “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; or
- (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” include fertilizing land used for the purposes of agriculture and the maintenance, improvement or alteration of

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THIRD SCHEDULE, *contd.*

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, or development reasonably necessary for those purposes consisting of—

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

Development  
not permitted

A.1 Development is not permitted if—

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

Conditions

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

- (a) the developer shall, before beginning the development, apply to the local

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THIRD SCHEDULE, *contd.*

planning authority for a determination as to whether the prior approval of the authority will be required in respect 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 the application of their determination that such prior approval is required, the giving of such approval;
  - (iii) the expiry of 28 days following the date on which the application was received by the local planning authority without the local planning authority making any determination as to whether approval is required or notifying the applicant of their determination;

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THIRD SCHEDULE, *contd.*

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

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THIRD SCHEDULE, *contd.*

of two years from the date on which approval was given, failing which the applicant has to reapply,

- (ii) in any other case, within a period of two years from the date on which the local planning authority was given the information referred to in subparagraph (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 percent or the height of the building as extended or altered would exceed the height of the original building.

“site notice” means a notice containing—

- (a) the name of the applicant;
- (b) the address or location of the proposed development;
- (c) a description of the proposed development and of the materials to be used;
- (d) a statement that the prior approval of the authority will be required to the siting, design and external appearance of the building

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THIRD SCHEDULE, *contd.*

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.

PART 8—*Repairs to Services*

CLASS A

Permitted  
development

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

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

PART 9—*Aviation Development*

CLASS A

Permitted  
development

- A. Development at an airport.  
The carrying out on operational land by a relevant airport operator or its agent of development

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THIRD SCHEDULE, *contd.*

(including the erection or alteration of an operational building) in connection with the provision of services and facilities at a relevant airport.

Development not permitted	A.1	<p>Development is not permitted by Class A if it would consist of or include—</p> <ul style="list-style-type: none"> <li>(a) the construction or extension of a runway;</li> <li>(b) the construction of a passenger terminal the floor space of which would exceed 500 square metres;</li> <li>(c) the extension or alteration of a passenger terminal, where the floor space of the building as existing at the date of coming into force of this Order or, if built after that date, of the building as built would be exceeded by more than 15 per cent;</li> <li>(d) the erection of a building other than an operational building;</li> <li>(e) the alteration or reconstruction of a building other than an operational building, where its design or external appearance would be materially affected.</li> </ul>
Conditions	A. 2	<p>Development is permitted by Class A subject to the condition that the relevant airport consults the local planning authority before carrying out any development, unless that development falls within the description in paragraph A.3(2).</p>
Interpretation of Class A	A. 3	<p>(1) For the purposes of paragraph A. 1 floor space shall be calculated by external measurement and without taking account of the floor space in any pier or satellite.</p> <p>(2) Development falls within this paragraph if—</p> <ul style="list-style-type: none"> <li>(a) it is urgently required for the efficient running of the airport; and</li> </ul>

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THIRD SCHEDULE, *contd.*

			(b) it consists of the carrying out of works, or the erection or construction of a structure or of an ancillary building, or the placing on land of equipment, and the works, structure, building, or equipment, do not exceed 4 metres in height or 200 cubic metres in capacity.
Class B			Air navigation development at an airport.
Permitted development	B.		The carrying out on operational land within the perimeter of a relevant airport by a relevant airport operator or its agent of development in connection with—
		(a)	the provision of air traffic control services;
		(b)	the navigation of aircraft using the airport; or
		(c)	the monitoring of the movement of aircraft using the airport.
Class C			Air Navigation development near an airport.
Permitted development	C.		The carrying out on operational land outside but within 8 Kilometres of the perimeter of a relevant airport by a relevant airport operator or its agent, of development in connection with—
		(a)	the provision of air traffic control services;
		(b)	navigation of aircraft using the airport; or
		(c)	the monitoring of the movement of aircraft using the airport.
Development not permitted	C. 1		Development is not permitted by Class C if—
		(a)	any building erected would be used for a purpose other than housing equipment used in connection with the provision of air traffic control services,



THIRD SCHEDULE, *contd.*

			with assisting the navigation of aircraft or with monitoring the movement of aircraft using the airport;
		(b)	any building erected would exceed a height of 4 metres;
		(c)	it would consist of the installation or erection of any radar or radio mast, antenna or other apparatus which would exceed 15 metres in height, or where an existing mast, antenna or apparatus is replaced, the height of that mast, antenna or apparatus if greater.
Class D			Development by Civil Aviation Authority within an airport.
Permitted development	D.		The carrying out by the Civil Aviation Authority or its agents, within the perimeter of an airport at which the Authority provides air traffic control services, of development in connection with—
		(a)	the provision of air traffic control services;
		(b)	the navigation of aircraft using the airport; or
		(c)	the monitoring of the movement of aircraft using the airport.
Class E			Development by Civil Aviation Authority for air traffic control and navigation.
Permitted development	E.		The carrying out on operational land of the Civil Aviation Authority by the authority or its agents of development in connection with—
		(a)	the provision of air traffic control services;
		(b)	the navigation of aircraft; or
		(c)	monitoring the movement of aircraft.

THIRD SCHEDULE, *contd.*

Development not permitted	E. 1	Development is not permitted by Class E if— <ul style="list-style-type: none"> <li>(a) any building erected would be used for a purpose other than housing equipment used in connection with the provision of air traffic control services, assisting the navigation of aircraft or monitoring the movement of aircraft;</li> <li>(b) any building erected would exceed a height of 4 metres; or</li> <li>(c) it would consist of the installation or erection of any radar or radio mast, antenna or other apparatus which would exceed 15 metres in height, or where an existing mast, antenna or apparatus is replaced, the height of that mast, antenna or apparatus if greater.</li> </ul>
Class F		Development by the Civil Aviation Authority in an emergency.
Permitted development	F.	The use of land by or on behalf of the Civil Aviation Authority in an emergency to station moveable apparatus replacing unserviceable apparatus.
Condition	F. 1	Development is permitted by Class F subject to the condition that on or before the expiry of a period of 6 months beginning with the date on which the use began, the use shall cease, and any apparatus shall be removed, and the land shall be restored to its condition before the development took place, or to any other condition as may be agreed in writing between the local planning authority and the developer.
Class G		Development by the Civil Aviation Authority for air traffic control etc.
Permitted development	G.	The use of land by or on behalf of the Civil Aviation Authority to provide service and facilities in connection with— <ul style="list-style-type: none"> <li>(a) the provision of air traffic control services;</li> </ul>

THIRD SCHEDULE, *contd.*

		(b)	the navigation of aircraft; or
		(c)	the monitoring of aircraft; and the erection or placing of moveable structures on the land for the purpose of that use.
Condition	G. 1		Development is permitted by Class G subject to the condition that, on or before the expiry of the period of 6 months beginning with the date on which the use began, the use shall cease, and any structure shall be removed, and the land shall be restored to its condition before the development took place, or to any other condition as may be agreed in writing between the local planning authority and the developer.
Class H			Development by the Civil Aviation Authority for surveys, etc.
Permitted development	H.		The use of land by or on behalf of the Civil Aviation Authority for the stationing and operation of apparatus in connection with the carrying out of surveys or investigations.
Condition	H. 1		Development is permitted by Class H subject to the condition that, on or before the expiry of the period of 6 months beginning with the date on which the use began, the use shall cease, and any apparatus shall be removed, and the land shall be restored to its condition before the development took place, or to any other condition as may be agreed in writing between the local planning authority and the developer.
Class J			Use of airport buildings managed by relevant airport operators.
Permitted development	J.		The use of buildings within the perimeter of an airport managed by a relevant airport operator for purposes connected with air transport services or other flying activities at that airport.
Interpretation of Part 9	K.		For the purpose of Part 9— “operational building” means a building, other than a hotel, required in

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THIRD SCHEDULE, *contd.*

connection with the movement or maintenance of aircraft, or with the embarking, disembarking, loading, discharge or transport of passengers, livestock or goods at a relevant airport;

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

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

General Note: This Part grants permission for development by:

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

PART 10—*Telecommunications Operations*

CLASS A

Permitted  
development

- A. The carrying out of the proper design and siting of Telecommunications Network—
  - (a) most conventional television aerials and their mounting or poles. Many of the smallest antenna systems that may be covered by the normal principle of *de minimis* and/or may not have a material effect on the external appearance of the building on which they may be installed;
  - (b) apparatus such as radio masts which is being installed on the ground not exceeding a height of 15 meters (45ft) above ground level or the height of any apparatus which it replaces

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 THIRD SCHEDULE, *contd.*

		whichever is greater but not including antennae installed on radio masts;
		(c) satellite antennae except when precluded in any Development Order.
Development not permitted	A.1	Development not permitted by Class A.
		(a) Cellular towers/masts and mono poles that are being placed in residential areas, schools and hospitals;
		(b) the cellular tower/mast and mono poles that are being located in areas of scenic beauty, protected buildings, national monuments, conservation and or protected areas and sites protected under the Jamaica National Heritage Trust Act and the Town and Country Planning Act.
Conditions	A. 2	Development is permitted by Class A subject to the following conditions—
		(a) an antenna installed on a building shall, so far as practicable, be sited so as to minimize its effect on the external appearance of the building;
		(b) an antenna no longer needed for the reception or transmission of micro wave radio energy shall be removed as soon as reasonably practicable.

## FOURTH SCHEDULE

(Paragraphs 8,  
10 and 14)

## NOTICES

## FORM A

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

To: Name of Applicant  
Address of Applicant

Your application dated \_\_\_\_\_

for development at \_\_\_\_\_

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.

## FORM B

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

*To be Endorsed on Notices of Decision*

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

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FOURTH SCHEDULE, *contd.*

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.

## FORM C

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

Name of Applicant: \_\_\_\_\_

Address: \_\_\_\_\_

Under Section 12 of the Town and Country Planning Act, your application dated \_\_\_\_\_ for a development at \_\_\_\_\_.  
(insert date) (insert address)

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

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

## FIFTH SCHEDULE (Paragraph 16 and 23)

*The Plan*

The plan covers the Development Order Area and sets out the objectives and policies which should guide development in the entire Order Area in addition there are areas which because of their nature have been given individual treatment. Although there are others these have been selected based upon previous studies and their importance in the Order Area. Others could be included at a later date if warranted by their growth and importance.

SECTION 1—*The Planning Framework*

## STATEMENTS

*St. Elizabeth Parish Development Order Area*

The parish of St. Elizabeth is located in the county of Cornwall in southwestern Jamaica at latitude 18°15'N, and longitude 77°56'W and is approximately 1228.80 km<sup>2</sup> (12, 2800 hectares) in size. The development order area is all that area bounded by the parish boundaries of Manchester to the east, Westmoreland to the west, St. James and Trelawny to the north and extends to the territorial waters to include all islands and sand accretions excluding Pedro Cays and banks. Within the Order Area there are twelve (12) Local Planning Areas.

The description of the development order area is outlined in the First Schedule and delineated on Map 1 attached herein.

## HISTORY

St. Elizabeth was once the largest parish in Jamaica. It was split to form parts of the parishes of Westmoreland and Manchester, and named in honour of Lady Elizabeth Modyford, wife of Sir Thomas Modyford, Governor of Jamaica between 1664 and 1671. Today, this parish commonly called 'St. Bess' is the third largest parish in Jamaica.

One of the distinct features is the interesting racial or ethnic heritage of its inhabitants. The early settlements within the parish during the 16<sup>th</sup> century were on the Pedro Plains. The Tainos, the first known inhabitants of Jamaica, occupied the coastline and led a simple life. Though the original Tainos died by the 17<sup>th</sup> century, persons of Taino descent from Suriname settled in the parish during the 18<sup>th</sup> century and their descendants are said to be there to this day. Other inhabitants in the parish included Amerindian, African, Maroon, Mulatto, Dutch, Spanish, German and British.

The capital town of the parish Black River is located on the coast at the mouth of the Black River. The original name of the town was Gravesend, because then it was considered to be in an unhealthy location. In the 18<sup>th</sup> and 19<sup>th</sup> centuries, St Elizabeth became a prosperous parish, with its capital, Black River, an important seaport. In addition to shipping sugar and molasses, Black River became the centre



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FIFTH SCHEDULE, *contd.*

of the logging trade, particularly for the export of large quantities of logwood to Europe for the production of Prussian-blue dye which was very popular in the 18th and 19th centuries.

The logwood boom brought prosperity to the town that had its brief glory in the late 19th century, becoming the first town in Jamaica to have electricity. A local family called Leyden installed lighting in 1893 at their house that was called 'Waterloo' which is now a declared national heritage site and also a guest house. The Leyden's were also said to have imported Jamaica's first motorcar and later to have introduced racehorses to the island, thereby aiding in the establishment of the once famous Black River racetrack.

Though there have been significant changes in the social scene overtime over the years, the parish has forged ahead in agricultural production, providing the bulk of Jamaica's vegetable and fruit provisions. The Black River supports an important shrimp and freshwater fishery. And best of all, St. Elizabeth's diverse geographical patterns make for a landscape as rich and varied as the heritage of its people.

## DEMOGRAPHY

*Population Size and Growth*

The 2011 Population Census for Jamaica revealed that the parish of St. Elizabeth had 150,205 persons. Of this total only 32 percent (48,285) resided in areas designated as urban centres within the parish. The capital, Black River accounted for 3.6 percent of the parish population while Santa Cruz, the prime commercial hub, accounted for 6.9 percent. Overall, the parish has experienced a 2.6 percent population increase from that of 2001 when it accounted for 146,404 persons.

St. Elizabeth's population has been steadily increasing at an annual growth rate increasing from 0.11 percent from the inter-censal period 1991-2001 to 0.25 percent for the inter-censal period 2001 – 2011. Assuming that this growth rate remains constant the population is expected to increase to 154,105 persons by the year 2021 and 157,701 in the year 2030.

Of the total population (2011 Census Data), 49 percent were females and the remaining 51 percent were male. An analysis of the population structure showed that the parish had a youthful population with approximately 27 percent of the population below the age of 15 years, 63 percent in age group 15-64 years and 10 percent over the age of 65 years. A Dependency Ratio of 58.73 percent was recorded.

*Population Distribution and Density*

St. Elizabeth can be characterized as a rural parish due to its vast amount of agricultural lands with only 32 percent of its population residing in urban areas.

FIFTH SCHEDULE, *contd.*

Most of the population is concentrated in the three main urban centres, Santa Cruz, Black River and Junction accounts for 13 percent of the parish's population.

*Labour Force and Employment*

Employment data for the parish of St. Elizabeth showed that the labour force was approximately 63.27 percent (95,029 persons) of the total population. Of this total, 45 percent (51,384 persons) were employed. The male population accounted for 65 percent of this total.

The major industry groups for the parish are agriculture, construction and wholesale/retail with agriculture accounting for 40.2 percent of the labour force. Self-employment accounted for 46.8 percent (27,609 persons) of the labour force.

## NATURAL RESOURCES

*Minerals*

Mineral deposits found in St. Elizabeth include bauxite, white limestone, clay, peat, silica and sand. The parish has been a major producer of bauxite since the 1960s. The boom in the aluminum industry in Jamaica encouraged the construction of the Alpart alumina refinery in the 1960s at Nain and produced nearly 2 million tonnes of alumina annually for export. Mining was very productive but transportation costs proved unaffordable once the nearest reserves had been mined and the plant was closed in 2009. However, it will be reopened in 2016.

*Water Resources*

The parish lies within the Black River Hydrologic Basin and is comprised of a combination of fresh water resources, namely surface water sources such as rivers, streams and ponds as well as groundwater sources consisting of springs and wells which tap the limestone aquifer at varying depths. This limestone aquifer is a permeable geologic formation which is capable of storing and transmitting significant quantities of water under normal hydraulic conditions to a well or spring.

There are a number of surface water sources within the parish including the Black River, Y.S. River and South Elim River. Surface sources are associated with aquiclude formations. An aquiclude is an impermeable or semi-impermeable geological formation that has limited ability to transmit water at a sufficient rate to supply a well or spring under normal hydraulic conditions.

The Water Resources Authority has currently issued 12 licences for surface water sources and 35 licenses for groundwater sources in the Black River Basin. The reliable yield from surface sources in the Black River Hydrologic Basin is estimated at 400,000m<sup>3</sup>/day while the reliable yield from groundwater sources is estimated at 500,000m<sup>3</sup>/day. The total volume of water licensed for abstraction from both surface and ground sources is 835,079m<sup>3</sup>/day. This figure is inclusive of abstraction by hydropower plants (considered to be a non-consumptive use).

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FIFTH SCHEDULE, *contd.*

Based on the current allocation, there is a surplus of both surface and ground water in the Black River Basin. Thus there is sufficient water in the parish to meet the water requirement; however the water supply network throughout the parish is aged and undersized ultimately contributing to difficulties experienced by the National Water Commission in providing adequate service in many communities.

## NATURAL CONDITIONS

*Topography*

The topography of the parish ranges from sea level to the mountainous regions in excess of 750m (2460ft) above sea-level. The northern section of the parish is mountainous and includes three mountain ranges, the Nassau Mountains to the north-east, the Lacovia Mountains to the west of the Nassau Mountains and the Santa Cruz Mountains which divides the wide plain to end in a precipitous drop of 490m (1,600ft) at Lovers' Leap. A large part of the lowlands in the south forms an extensive plain containing areas of morass and grazing land.

*Climate*

The climate is a typical tropical pattern with hot lowlands giving way to the cooler high lands. Seasonal variation in temperature is less than day-night variation and extremes of temperature are affected by maritime influences.

The majority of St. Elizabeth has an annual rainfall between 1300-2400mm. However, the southern Pedro Plains, located in the rain shadow of the Santa Cruz Mountains, receives less than 1300mm. The parish received the third highest mean rainfall for January 2012 which was 86mm. The January 30 year normal mean rainfall period (1971-2000) being 66 mm.

Prevailing winds are from the south-east with the hilly area of Malvern being particularly windy.

*Drainage (Natural and Man-made)*

Eastern to south-western St. Elizabeth is comprised of an alluvium aquiclude made up of clay rich soils which exhibit a tendency to restrict infiltration. As a result this region of the parish is marked by an extensive river network.

The southern and northern section of the parish is underlain by a limestone aquifer which in some areas is extensively faulted and karstified and is marked by a proliferation of caves. In these areas, surface runoff will tend to infiltrate relatively easily into the ground.

Urbanized areas will have a marked decrease in the absorptive capacity of the ground surface and thus may be prone to flooding in times of severe or prolonged rainfall if adequate drainage systems are not developed. Upgrades in the present infrastructure and regular maintenance should be undertaken in order to mitigate against flooding hazards.

FIFTH SCHEDULE, *contd.**Land Capability*

According to the Land Capability Classification system, approximately 40% of the lands in St. Elizabeth are categorized as prime agricultural lands (Class I-III). These lands are fairly distributed across the parish.

## ECONOMIC ACTIVITY

The economic base of the parish is quite diverse including range activities centered around agriculture and fisheries, mining, commerce, manufacturing and tourism to a lesser extent. Agriculture and bauxite mining however are the main economic activity of the parish.

The parish boasts large parcels of agricultural lands which are heavily utilized for the cultivation of crops and the rearing of animals. The parish also produces a large quantity of Jamaica's sugar which is mainly cultivated in the northern and central regions. There is one active factory at Siloah, Appleton Sugar Estate which is famous for the production of 'Appleton Special' rum. Domestic crops such as escallion, thyme, carrots, cassava, melons and other fruits and vegetables are mainly cultivated in the southern regions. A tomato canning plant is located in Bull Savanna. Livestock include goats, sheep, hogs, cattle, and horses. Approximately 21,000 small farmers were registered in 2010 and 25.5 percent of Jamaica's Gross Domestic Crops (Economic and Social Survey 2011, PIOJ).

Fishing is also a major industry as the Black River supports shrimp and freshwater fishery, which earns an estimated \$3 million yearly.

Bauxite mining is the main mining activity in the Order Area. The Alpart Refinery exports an average of 1.65 million tonnes of alumina overseas each year. There is great potential for use of minerals derived from the mining and processing of bauxite for example rare earth minerals. The quarrying of sand and limestone also make an important contribution to the economy of the parish.

Tourism has been growing rapidly especially in the area of community tourism as there are many natural attractions throughout the parish for example Lovers Leap, Bamboo Avenue and the Black River.

## TRANSPORTATION

The parish's transportation system is comprised of air, land and sea transport which can either be private or public.

*Public Transportation*

The public transportation system is made up of mainly taxis and smaller "mini" buses (licensed and unlicensed). There are public transportation centres located in Black River, Santa Cruz and Junction. Some of these facilities are in need of repair, proper informational and directional signage, markings and maps while others are underutilized especially Transportation Centre 2 in the Santa Cruz Local Planning Area. There is, however, a need for additional transportation centres throughout the Planning Area, especially in areas of major congestion.

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FIFTH SCHEDULE, *contd.**Roads*

The Order Area comprises an extensive road network linking all regions throughout the parish and surrounding parishes via various classes of roads. The main urban centres/towns are connected by Class A and B roads with the rural area/districts being connected by Class C roads. The major thoroughfares within the urban areas are in fair conditions. However, there are interior roads especially within rural areas in need of paving.

*Parking*

Parking facilities within the parish are very limited. As a result there are growing concerns with congestion especially within urban centres. Additionally, parking facilities that are provided at the various plazas, commercial and business entities throughout the parish are often occupied by taxis.

In rural towns there are little or no designated parking areas leading to vehicles being parked along the roadways. Motorists drop off and pick up along the roadways, which put pedestrians at risk.

*Railway Network*

There is a private rail line, approximately 17km in length which traverses sections of the parish. The line is operated by the Aluminum Partners of Jamaica (Alpart). The Jamaica Railway Corporation (JRC) has lines that spans from Kingston to Montego Bay which travels through the mountainous section of the parish for approximately 31km. There are four public rail stations (Balaclava, Appleton, Maggotty and Ipswich) in the parish which are maintained by the JRC. The use of rail lines, however, has been discontinued as a means of public transportation.

*Airport*

There are no major airports within the Order Area, however, small private airfields/aerodromes exist which are privately owned. Only two (2) are in operation at present.

*Ports*

There are two ports, Port Kaiser and Farquharson Wharf the latter of which is used mainly for the anchorage of fishing vessels. Port Kaiser is located on the coastline in the south eastern section of the parish and is used for the export of bauxite, alumina and the importation of heavy equipment.

## CONSERVATION OF THE NATURAL AND BUILT ENVIRONMENT

*Natural Environment*

The unique natural environment of St. Elizabeth can be described as one of the most varied of all the parishes in Jamaica. There is the scenic coastline marked by coves, bays, mangroves swamps, sandy and rocky shores, coral reefs, beaches and arid plains in the south, thick green wetlands of the Black River Upper and Lower

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FIFTH SCHEDULE, *contd.*

Morass and the lush vegetation in the northern sections. There is a rich assemblage of species, habitats and ecosystems comprising the Cockpit Country in the northern ranges with its unique habitats and high levels of endemism and biological diversity, to the outstanding wetland flora and fauna native to regions of the Black River Upper and Lower Morass. The coastal regions are also noted for large areas of vast coastal vegetation inclusive of mangrove forest, beaches and the cliffed shorelines of the Pedro Bluff and Lover's Leap.

Established protected areas in the Order Area include the Black River Lower Morass, Jamaica's first designated RAMSAR site, 1998. Other protected areas include a number of forest reserves declared under the *Forestry Act* (for example, the Cockpit Country, Ruthven, Fuffe & Rankie, Lovers Leap, Shuna and Spring Vale). There is also the Galleon Bay Special Fisheries Conservation Area which was declared under the *Fishing Industry Act*.

There are some other areas of ecological importance that have been proposed to be protected. These areas include the Black River Morass, including the Parrottee Morass and Malcolm Bay for their herbaceous and mangrove swamps, open freshwaters (rivers and ponds); the Cockpit Country to boost the conservation of critical bird area, bat roosting areas and freshwater habitats; and the Fort Charles to Alligator ponds for the scenic views, abundant natural and cultural interest features, including Pedro Ponds & Bluff.

*Climate Change*

The diverse and unique natural environment of the development order area, like most of Jamaica, is highly vulnerable to climate change impacts. With an extensive coastline, it will be impacted directly by storm surges and sea level rise. With the phenomena of sea level rise the effects on the coastal areas will be severe, and include erosion and coastal land subsidence. The hilly interior will also be affected. Presently some areas of the watersheds are degraded and will likely lead to worsening impacts of flooding and landslides without developmental controls. Water availability and supply will be impacted by the changes in rainfall and any further impact to the watershed.

All development sectors should be encouraged to include green technologies such as renewable energy where possible, in line with the Climate Change Policy Framework and the National Energy Policy. Additionally, climate change adaptation strategies should be included in all development considerations.

*Built Environment*

There are many interesting monuments, historic and architectural sites which are important connection to our rich heritage located throughout the parish. The Jamaica National Heritage Trust has declared some of these sites, however, there are other that are worthy of preservation because of their history, architectural and archaeological significance. Some of the most noteworthy sites across the parish include the Lacovia Tombstone, St. Elizabeth Parish Church, The Black River Court

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FIFTH SCHEDULE, *contd.*

House, Black River Town (capital of St. Elizabeth), Hampton School and Munro College, Lovers' Leap Lighthouse, Golmont View House, Independence Park, Appleton Railway Station, Balaclava Railway Station, Accompong, Invercauld, Bamboo Avenue and the Black River Spa.

MAJOR LOCAL PLANNING AREAS (GROWTH AREAS)

The National Settlement Strategy provides the spatial framework for the development of areas as "Growth Centres." The purpose of these centres is to achieve a rational pattern of land use and community development which will offer a guide to the most appropriate location for receiving priority for future public and private investments. Social and infrastructural services and economic activities will be concentrated in these areas in such a manner that access is easily available. Basic services will be provided while making for efficiency in land use. The general technique is to promote centres which service people within an acceptable distance.

The centres are determined by physical conditions, the economic and social needs of an area, and will function as the stimulus and focus of growth and development. A local planning area should have the basic infrastructure such as a post office, electricity, paved road, piped water and a number of facilities and amenities such as schools, commercial areas, clinics, police station, and etcetera. The limits will be identified by an urban boundary within which all development activities including infrastructure are expected to take place in an effort to prevent urban sprawl. Lands within the urban boundary is, therefore, expected to be used for urban purposes only, and will continue in agricultural use until required for urban development at which time they will be released in an orderly and progressive fashion, unless circumstances dictates otherwise.

The three major local planning areas are:

*Black River Local Planning Area*

Black River, the capital of St. Elizabeth and one of the oldest towns in the island is classified as a Regional Centre in Jamaica's Settlement Strategy 1997. It is located on the south coast of St. Elizabeth on the banks of the Black River after which it was named. Although it is a rather small town in terms of the number of inhabitants for a parish capital, it is the main administrative centre of the parish.

Black River was once a major sea port and commercial centre on the south coast of Jamaica. However, decline in the major industries at that time adversely affected the economy of the town. Since then the growth of the town however has not been significant due to limited economic stimulus. However in recent time there has been renewed impetus to redevelop the town through community tourism and other activities.

*Santa Cruz Local Planning Area*

Santa Cruz is one of most important commercial centres in St. Elizabeth. The town is located in the north east, at the base of the Santa Cruz Mountain. It is also

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FIFTH SCHEDULE, *contd.*

on the main thoroughfare linking the western sections of the island with the major urban centres in the east, such as Mandeville, May Pen, Spanish Town and Kingston.

The town began as a minor market village. However, the development of bauxite mining in nearby areas stimulated its growth, as did the establishment of the St. Elizabeth Technical High School. Since then, the town has experienced rapid population growth and has gained prominence as the parish's major commercial service area rivaling Black River, the parish capital.

*Junction/Bull Savanna Local Planning Area*

Junction/Bull Savanna is one of the fastest growing towns in St. Elizabeth. It is located in the south eastern section of the parish and is both a commercial hub as well as a major farming area.

VISION

To sustain and enhance economic growth of the parish through the continued development of its agricultural tourism, and historical resources, educational and institutional facilities, culture, and environmental assets thereby improving the lives of its citizens.

PLANNING STRATEGY

This Development Order establishes the guidelines for the future development and use of land for various purposes which are necessary to create a proper balance between competing uses.

To provide for sustainable levels of economic growth through greater diversity of economic opportunities, increased investments and employment opportunities, particularly in the development of the local planning areas and the creation of livable communities by improving conditions for residents. Growth and development must not conflict with or compromise the natural environment and the outward spread of urbanization will be restricted to the local planning areas to ensure the proper location of development facilities and amenities.

THE PURPOSE OF THE ORDER

This Development Order will make provision for the orderly and progressive development of the parish of Saint Elizabeth, encouraging activities the planning authorities have identified as beneficial to the parish and to the local planning areas specifically, and preventing those land uses that could harm the environment or amenity of the residents. The main aim is to provide the basis for sound decisions on planning applications for the activities set out in the Second Schedule to the Act in accordance with the Vision, Planning Strategies, Objectives, Policies and Proposals outlined in this Order.

The *Town and Country Planning Act* require all applications to be determined in accordance with the provisions of this Development Order, unless material considerations indicate otherwise. An applicant, who proposes a development that



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FIFTH SCHEDULE, *contd.*

does not accord with this Development Order, except those falling within the categories outlined in the Second and Third Schedules, will need to demonstrate compelling reasons why it should be allowed.

In some instances the Order will encourage appropriate development on specifically identified sites or in particular areas.

## FORMAT OF THE ORDER

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

Part 1 — Citation, Interpretation and General Regulations Schedules (First – Fourth).

Part 2 —The Statements (Fifth Schedule).

The Statements are further divided into two sections:

**Section 1** identifies the Planning Framework and deals with the Objectives and Policies with reasoned justification at the Order Area level under several Thematic Headings; and

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

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

Although the Development Order is presented in sections, it should be read and considered as a whole.

## HOW TO USE THE ORDER

(1) For information—

- (a) on the interpretation of legal definitions, the application process and schedules refer to (1) above.
- (b) on a particular site or building refer to the Proposal Maps which will show any guidelines or policy number applicable; and
- (c) regarding a particular thematic topic such as housing, environment etc., consult the sections devoted to the relevant topic.

The inset maps may also provide additional information.

There is a Table of Contents at the front of the Document that will help in this regard.

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FIFTH SCHEDULE, *contd.*

## (2) For Policy Identification

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

Policies for local planning areas are identified by using a letter(s) of the area to which the Policy relates (thus BR for Black River) followed by the first letter(s) of the Theme (thus T for Transportation) followed by the number of the Policy (1). A transportation policy for Black River would, therefore, be:— **Policy BR T 1.**

- (1) It should be noted that some of the policies are cross listed, that is, they may appear under other thematic headings with the same or different justification.
- (2) The Glossary is intended to be used as an aid to understanding the terms used in the written statement.
- (3) When considering the possible use of a site reference should be made to the “Use Classes Order” (Second Schedule) and Permitted Development (Third Schedule) and any planning permission controlling the use of the building or land.
- (4) In preparing this Order the Authority has tried to keep technical phrases and jargon to a minimum but where unavoidable explanation of the more complicated terms is given.

## ACKNOWLEDGEMENT

The information and data used in the preparation of this document were derived from a number of sources which are recognized in the Acknowledgement of this Order.

## OBJECTIVES

The following objectives provide a detailed framework within which policies are formulated and against which success of policy implementation can be evaluated qualitatively or quantitatively. These are listed sectorally to reflect the rationale behind the “Strategy” and to establish the long term intentions of the local planning authority and the Authority to guide the decision making process throughout the Development Order Area.

## TRANSPORTATION

Transportation is a critical aspect of development planning as economic resources such as raw and manufactured materials, fuel, goods and services and varied employment opportunities are located all across the parish. Transportation infrastructure should, therefore, allow for maximum efficiency in the movement of goods and people in, out and around the parish. This depends heavily on vehicular traffic both public and privately owned.

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FIFTH SCHEDULE, *contd.*

It is, therefore, imperative that the transportation infrastructure within St. Elizabeth be at a standard which allows for maximum efficiency for all users.

- Obj. T1 To ensure the integration of transport planning with land use planning.
- Obj. T2 To make provisions for a transportation system that allows safe and easy movement in and around the parish thereby making it easily accessible from other parts of the island.
- Obj. T3 To enhance the efficiency of the transport system in order to reduce travel times between communities.
- Obj. T4 To ensure that land uses allow and enhance the efficient operations of ports and airports while minimizing its impact on surrounding land uses.
- Obj. T5 To establish, preserve and protect the reservation of lands necessary for new roads and the improvement of existing ones.
- Obj. T6 To make the best use of the transport infrastructure for all modes of travel, especially public transportation.
- Obj. T7 To encourage the shared use of parking facilities particularly in Central Business Districts as part of major development proposals.
- Obj. T8 To seek the provision of an adequate transportation centre to cater for buses, taxis and other forms of public transport especially in local planning areas.
- Obj. T9 To ensure that new developments are properly located and designed with adequate parking to contribute to sustainable patterns of road layout and traffic movement.
- Obj. T10 To improve the environmental amenity of all existing and proposed car parking areas used by the public through the provision of landscaping.
- Obj. T11 To minimise any negative environmental and social impacts arising from the provision, and maintenance of roads and road infrastructure.

## HOUSING

In providing housing special attention will be paid to the rationalization of economic developments which would cater to all citizens. Higher densities than those existing may be required in some urban areas to meet the needs of some income groups, and to ensure a balanced development.

- Obj. H1 To ensure that housing development is met and in keeping with the objectives of the Settlement Strategy.

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FIFTH SCHEDULE, *contd.*

- Obj. H2    To ensure adequate land is designated to accommodate anticipated growth for future residential development in keeping with the Settlement Strategy.
- Obj. H3    To ensure that special attention is paid to the design and layout of all housing developments, which would provide the necessary infrastructure and amenities and would form an integral part of the settlement centres.
- Obj. H4    To make housing more accessible to the various income groups including the elderly and those with special needs and be in such numbers so as to meet the requirements of the population through densities compatible with the environment.
- Obj. H5    To promote the maintenance, protection and where necessary, the rejuvenation of residential areas.
- Obj. H6    To ensure that there is efficient use of land in terms of density and provision is made for a suitable mix of size, type and tenure of housing.

#### CONSERVATION OF THE NATURAL AND BUILT ENVIRONMENT

Over the years there have been increased pressures on the natural and built environment. The development and growth of the area have had severe implications for the habitats of the various species of flora and fauna as well as certain aspects of the built environment. It is, therefore, imperative that appropriate policies and guidelines be developed and enforced so as to protect and conserve the important features of the natural and built environment.

#### THE NATURAL ENVIRONMENT

- Obj. C1    To establish green belts in strategic locations this will protect the country-side and prevent the coalescence of existing towns and settlements.
- Obj. C2    To preserve and enhance conservation areas, areas with views and other valued landscape features for the enjoyment of the population.
- Obj. C3    To conserve, protect and enhance wetlands and watershed areas and the species because of their intrinsic environmental value and the importance of maintaining a viable hydraulic regime.
- Obj. C4    To identify areas of ecological importance for further protection.
- Obj. C5    To ensure that land uses are allocated in a manner which will protect aquifers, wells, watersheds and other sources of water.
- Obj. C6    To restrict incompatible land uses within significant and sensitive environmental area.

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FIFTH SCHEDULE, *contd.*

- Obj. C7 To prevent any increased marine and coastal contamination and degradation which would adversely affect the tourism and fishing industries.
- Obj. C8 To control coastal development and limit new residential and commercial development along the coast.
- Obj. C9 To maximize appropriate public accessibility to coastal areas.

## THE BUILT ENVIRONMENT

- Obj. C10 To ensure that structures, sites and areas of Historical and Archaeological significance as identified by the Jamaica National Heritage Trust are protected and preserved.
- Obj. C11 To preserve and enhance the physical environment of the town of Black River in particular and any other such areas in the parish by preserving buildings and structures of architectural and historical interest.
- Obj. C12 To ensure that cultural heritage assets are enhanced and protected and are accessible to all

## MINERALS

The extraction of minerals can have varying effects on the environment. The parish has a rich deposit of bauxite and other minerals which contribute to the economy. Some of these minerals are extracted and exported in the form of ore. Sand, gravel and aggregates which are mined at various locations are used mainly in the local construction industry. While mineral resources should be protected from sterilization by urban and other development, it is also imperative that extraction is carried out in a sustainable manner with appropriate guidelines and monitoring by the relevant agencies.

- Obj. M1 To safeguard lands of significant mineral wealth against encroachment by other uses or development that would prevent extraction of the minerals.
- Obj. M2 To safeguard against all forms of pollution resulting from mining or quarrying activities, and to achieve satisfactory standards in the restoration of mined out lands.
- Obj. M3 To regulate the industry to ensure effective management of the environment, the promotion and adherence to best practices in health and safety standards.
- Obj. M4 To ensure that mining is undertaken in a way that will enhance rather than destroy the environment.
- Obj. M5 To minimize adverse effects on communities, the landscape, wildlife and habitats during mineral extraction.

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FIFTH SCHEDULE, *contd.*

- Obj. M6 To protect areas of importance such as critical landscape or nature quality from inappropriate mineral development.

## ENERGY GENERATION AND CONSERVATION

The efficient and sustainable generation of energy and its distribution is one of the most important factors in fostering a country's economic development. St. Elizabeth like other areas in Jamaica gets its supply from the grid which operates mostly on oil. Long-term planning for the St. Elizabeth's energy sector must focus on strategies that facilitate the production of clean, renewable and affordable energy to satisfy the needs of its population.

- Obj. E1 To ensure that St. Elizabeth has access to stable and adequate energy supplies which will enhance its competitiveness and improve the quality of life of its population.
- Obj. E2 To promote energy efficiency and conservation practices.
- Obj. E3 To facilitate the diversification of energy generation and supply, including the use of renewable energy.
- Obj. E4 To facilitate the reduction in greenhouse gas emissions through policies that will reduce fossil fuel demand and maximize energy efficiency in all sectors.
- Obj. E5 To ensure that new developments mitigate their impact on the environment through their siting, layout and through the design of energy efficient buildings.
- Obj. E6 To ensure that electricity is supplied in accordance with the settlement strategy for domestic, industrial and commercial needs where required.

## RURAL ECONOMY

Rural areas are a vital part of the physical make-up of the Order Area. Many of these areas face significant challenges with the decline in agricultural and manufacturing activities. The skill base is narrower and the service sector is less developed within these areas thus limiting growth of the economic base.

- Obj. RE1 To ensure that agricultural development caters to both the large and small scale farmers and that adequate provision is made for agro-industries.
- Obj. RE2 To protect types of developments consistent with maintaining its rural and cultural landscape.

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FIFTH SCHEDULE, *contd.*

- Obj. RE3 To prevent the fragmentation of large lots into non-productive units so that the agricultural industry remains viable.
- Obj. RE4 To prevent as much as possible urban or semi-urban development encroaching onto productive farm land.
- Obj. RE5 To preserve lands of prime agricultural capability to be used for agricultural purposes only.

## URBAN ECONOMY

Currently St. Elizabeth has a multifaceted economic base consisting of a wide range of economic activities which has to be extended to ensure creation of jobs for a wider cross section of the population. In this regard growth and development should be promoted particularly in the service and tourism industries. Therefore, areas for new developments will be encouraged to boost the urban economy.

- Obj. UE1 To promote urban regeneration particularly in areas requiring physical improvement or the enhancement of employment opportunities.
- Obj. UE2 To increase employment opportunities and economic activities in the urban areas through the identification and allocation of lands for manufacturing, commerce and service industries.
- Obj. UE3 To encourage a range of activities, facilities and services that are accessible to residents of the community by making the urban centres attractive.
- Obj. UE4 To locate and encourage industrial sites in areas which are near to existing infrastructure.
- Obj. UE5 To locate factory sites so that economic benefits are dispersed and diversified.
- Obj. UE6 To ensure that factories are established in areas which will complement other economic activities in the urban centre.
- Obj. UE7 To identify lands for all types of uses to ensure the balanced development of local planning areas.
- Obj. UE8 To encourage urban agriculture to compliment other economic activities.

## TOURISM

Tourism is now becoming a major economic base for the parish and provides a source of employment for residents. It is prudent that the tourism product be enhanced, promoted and preserved.

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FIFTH SCHEDULE, *contd.*

- Obj. TO1 To assist in promoting the cultural and historical aspects of the tourism product and support new opportunities for the future development of the sector.
- Obj. TO2 To strengthen the quality and attractiveness of the tourism product.
- Obj. TO3 To make provisions for the incorporation of small and large scale support services through development of non-traditional tourism products, thereby creating a broader economic base.
- Obj. TO4 To facilitate the development of a diverse tourist industry while protecting the environment by fostering a desirable ecological balance in all areas.

WASTE TREATMENT DISPOSAL

It has become increasingly important that all waste be managed so as not to create or exacerbate problems of pollution, pestilence or disease. It is especially important that liquid waste which is a major pollutant in the coastal area and underground water sources be handled in a sustainable way to protect the environment from pollution.

- Obj. WT1 To ensure that safe and sanitary conditions exist for the disposal of both solid and liquid waste, without any unacceptable risk or detrimental effects to natural resources or the environment.
- Obj. WT2 To encourage reduction in the amount of waste produced and being disposed of through the collection system by supporting recycling in terms of a raw material base and energy source.
- Obj. WT3 To encourage the development and upgrading of storm water drainage systems that are of a high standard having optimum carrying capacity while being practical.
- Obj. WT4 To ensure that all waste along the coastal area is properly handled and disposed of.
- Obj. WT5 To stabilize or reduce the production of wastes destined for final disposal by formulating goals to induce separation to facilitate waste recycling and reuse

TELECOMMUNICATION

Telecommunication services have increased over the years as technology expands across the globe impacting all generations and aspects of the environment. With this fact, the demand and necessity for telecommunication services will increase necessitating the need to rationalize the installation of cellular base stations, satellite dishes and antennae for both domestic and commercial users.



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FIFTH SCHEDULE, *contd.*

- Obj. TELE1 To facilitate the installation of an effective telecommunications network in the parish that minimizes the adverse impacts to the community, and the natural and built environment.
- Obj. TELE2 To ensure that antennae and other facilities and apparatus used in telecommunications systems are located where there will be no adverse impact on the aesthetics of the surrounding areas.
- Obj. TELE3 To encourage the siting of this equipment away from public view and the sharing of facilities where possible.
- Obj. TELE4 To safeguard the development rights of properties.

SECTORAL POLICIES

The policies outlined in this section are dealt with on a “sectoral basis” under various thematic headings. These are applicable to development in both the urban and rural areas of St. Elizabeth. These are intended to protect all aspects of the physical and environmental features of the parish and at the same time improve the character and quality of life for its residents. Such policies are not intended to restrict development but along with the “General Development Policies” will endeavour to promote resource sustainability. Specific policies have been developed for the local planning areas and are to be used in conjunction with the other policies in this Order.

TRANSPORTATION AND TRAFFIC

Transport is an important part of physical planning as it is fundamental in the control and movement of people and goods inter and intra-parish. It is imperative, therefore, that the parish of St. Elizabeth has a capable and effective transport system which allows for maximum efficiency for all users.

*Roads*

The increased movement of people, goods and services has led to the need for several modes of travel. Travel by land over time has increased the road network and traffic in, around and through the parish. As a result the government has taken steps to reduce traffic congestion and increase operating speeds resulting in shorter travel time. The Santa Cruz “Bypass” and Luana to Sandy Ground Roads (Black River By-pass) were implemented for such a purpose. New road improvements will accommodate all classes of motor vehicles and diminish the interaction with major town centres. It is, therefore, important that the traffic be allowed to flow smoothly by either limiting or controlling the number of entry points onto these roadways.

- POLICY SP T1 Planning permission will not normally be given for developments which would require direct access or egress on to or have an adverse impact on a main road or highway.

FIFTH SCHEDULE, *contd.*

The increase in the volume of vehicular traffic has also resulted in the expansion/upgrading of several roads. As a result of this, greater consideration has to be given regarding direct access points onto main and arterial roads. These should be avoided or limited in the interest of safety and free traffic flow. In considering such accesses the views of the relevant road authority will be taken into consideration.

**POLICY SP T2**      The laying out or material widening of a means of access will be permitted only where it does not constitute a hazard to pedestrians and other users of the highway and where it is possible for vehicles to enter and leave the premises in a forward gear.

The hierarchy of roads within St. Elizabeth is divided into three distinct categories (Class A to Class C and other). This is designed based on the function that each individual road provides to the users and land uses. It is, therefore necessary that adequate road reservations are made which are protected from intrusion and unplanned development. A listing of the types of roads is shown in the Schedule of Road Standards in Appendix 7.

**POLICY SP T3**      All road reservations should be in accordance with the requirements set out in Appendix 7 and no development will be permitted which would conflict with these reservations.

**POLICY SP T4**      New and improved roads will be required to comply with the provisions set out in the Schedule of Road Standards and with such other details of construction and design, including access for the disabled, as required by the relevant road authority.

**POLICY SP T5**      Where a dual carriage way is intended but the present need is for a single carriage way, the first should be built in its ultimate position within the road reserve allowing the second to be located in its correct position later.

It is important that buildings and other permanent structures be constructed at suitable distances from main and other roads so as not to impede future improvements. In addition it is also safer for buildings to be located at sufficient distances from the roadways as this lessens the noise which can be a disruptive element. In areas where existing reservations do not conform to the requirements and it is possible to do so with the exception of High Street in Black River, new buildings or extensions will be required to setback from the existing road reservation and no development will be allowed which could cause greater expense to the Government.

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FIFTH SCHEDULE, *contd.*

POLICY SP T6      The planning authorities will seek to ensure that all developments adhere to the required setback from the main road improvement line as outlined by the relevant road authority.

POLICY SP T7      The planning authorities will not grant permission for the erection of any permanent structures within the road reservation limits.

Service Roads are those used for direct access to individual lots within a development order area. The volume of traffic which passes through these roadways generally fluctuates; however, there are times when upgrading has to take place so as to fit into a new traffic system. Precaution is to be taken to ensure this can be accomplished when implementing the adequate setback of buildings.

POLICY SP T8      No permanent development will be permitted within 4.5 metres of a service road boundary except in unavoidable circumstances as approved by the Local Planning Authority.

POLICY SP T9      Where the possibility exists that it may be necessary to upgrade a service road in the future; owners of property in the area will be required to reserve part of the frontage of their properties for this purpose and to setback their developments accordingly.

There is a high volume of pedestrian traffic within several sections of St. Elizabeth especially the areas of Santa Cruz, Junction and Black River where numerous social services are located in proximity to each other. A balance has to be maintained between the use of roadways by pedestrians and the accommodation of utility services such as light and telephone poles. The installation of these utility services is development and is, therefore, an operation which needs planning permission.

POLICY SP T10      The planning authority will ensure that utility pole lines and installations in road reservations do not obstruct the free movement of pedestrians before applications are granted for planning permission. Where possible; power, telephone and cable lines should be installed underground.

POLICY SP T11      The local planning authority will seek to improve and enhance the safety and convenience of street level facilities for pedestrians, including the disabled and will ensure that adequate provision is made when new developments are being undertaken.

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FIFTH SCHEDULE, *contd.*

- POLICY SP T12      The local planning authority will ensure consistency in the location of street furniture on roadways which can be hazardous to road users especially the disabled.

It is very difficult to see the movement of traffic when approaching intersections making it necessary for street corners be rounded or splayed to improve visibility. In some instances it may also be necessary for building or fence lines to be setback in a taper where the land adjoins a main road at an intersection, bend or corner for the same reason.

- POLICY SP T13      Corners lots at intersections are to be splayed or rounded to facilitate visibility in accordance with the guidelines in Appendix 15.

- POLICY SP T14      Building lines or fence lines may be required to setback in a taper where the land adjoins a main road at an intersection, bend or corner.

Road intersections are potential points for automobile collision and in designing subdivisions special attention should be given to the kinds of intersections being used. Some types of intersections are less dangerous than others. The 'T' intersection is the safest as it has less collision points. Designers should, where possible, use 'T' intersections while avoiding the use of other designs.

- POLICY SP T15      The local planning authority will encourage the use of 'T' intersections as much as possible in the design and layout of subdivisions.

It is desirable that the road hierarchy and the pattern of land uses are harmonized in order to reduce the environmental impact of traffic in residential and other sensitive areas. In this regard special attention will be given to the types of development allowed along these roadways.

- POLICY SP T16      Planning permission will not be granted for any development which would result in significant hazard to road users or which would reduce the free flow of the traffic on a primary distribution road.

In some instances motorists, especially drivers of heavy duty vehicles have the tendency to travel through residential areas to avoid traffic congestion. The movement of these motor vehicles is a threat to road safety and contributes to noise and other environmental hazards in the area causing discomfort to the residents. This activity will be discouraged through the introduction of engineering and traffic management measures.

- POLICY SP T17      Traffic management and engineering measures to improve local road safety and protect the environment especially in residential areas will be supported by the local planning authority.

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FIFTH SCHEDULE, *contd.*

Private motor car ownership is relatively high; however a number of people depend on public transport for travel within and outside of the parish. Without this service, a significant number of people would be disadvantaged; hence a properly planned transportation system has to be developed for public use.

POLICY SP T18      The planning authorities will support development proposals where adequate provisions are made for public transportation in the form of lay-bys and turn-a-rounds within the development.

POLICY SP T19      The local planning authority will encourage the use of public transportation as a means of reducing traffic congestion and will support the public transport undertakings throughout the parish.

POLICY SP T20      Priority will be given to coordinating land use changes with transport provision so as to minimize the need to travel by means of private automobiles.

POLICY SP T21      The local planning authorities will ensure that road improvements and traffic management schemes have regard to the provision for public transport.

Motorists are often times affected by the lights of oncoming motor vehicles at night especially if they fail to dim their lights. This situation could be alleviated on dual carriageways if these are arranged unparallel and be landscaped in such a way to create an anti-dazzle screen of trees and shrubs. This would shield vehicle headlights from other motorists. The same precautionary measures should be taken when service roads are constructed parallel to main roads or highways.

POLICY SP T22      Where a dual carriageway exists or a service road is constructed alongside a main road or highway, the two tracks should be unparallel and the median landscaped where possible to form an anti-dazzle screen.

POLICY SP T23      Special attention will be given to the relationship of service and other parallel roads to highways and main roads to ensure the avoidance of confusing dazzle to night drivers.

There are areas in St. Elizabeth that are geologically unstable. During periods of heavy/ prolonged rainfall, these areas are subject to flooding, erosion and land slippages. In undertaking road repairs or constructing new roadways in these areas, great care has to be taken to prevent any disastrous effects directly or indirectly on adjacent properties.

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FIFTH SCHEDULE, *contd.*

- POLICY SP T24      The local planning authority in consultation with other agencies of government will undertake an assessment of any area with unstable slopes before granting permission for any road works where this is required.

Where main roads have to be improved especially in rural areas with significant natural features, these features as far as possible should be protected and enhanced for public use. Where land is left over from road works it should be landscaped and developed as passive recreation areas for motorists and other road users.

- POLICY SP T25      Where natural features exist on improved main roads or extra land is available from road works they will be enhanced or landscaped for passive recreational purposes.

The Jamaica Railway Corporation (JRC) has rail lines that travel through the mountainous section of the parish for approximately 31 km. There are four (4) public rail stations (Balaclava, Appleton, Maggotty and Ipswich) in the parish which are maintained by the JRC. Although the use of the rail system for transportation purposes has been discontinued, its resumption could provide an efficient and attractive passenger service and freight system to the social and economic wellbeing of the parish. In the interim the local planning authority will encourage the development of a local tourism attraction/service which could take passengers on excursions to areas such as Maggotty, Appleton and other attractions along the line. With that as a possibility, the local planning authority will ensure that unused rail lines and reservation are protected from unauthorised development.

- POLICY SP T26      Rail lines which are considered to have potential for re-use either for regular rail or special services will be protected from unauthorised development to prevent prejudicing such future activities.

*Parking*

Parking is an essential element in the overall strategy for transportation and making provision for parking will impact on the use of the road network. Control of the size, location and type of parking may be used to help achieve an overall approach to this aspect of transportation planning. Off-street parking provisions are necessary in developments so as to prevent on-street parking which could be detrimental to road safety, the flow of traffic or cause environmental problems. The amount of parking which is to be provided for the various activities will be as outlined in Appendix 8.

- POLICY SP T27      Developers will be required to provide parking facilities within the curtilage of the site being developed for new and extended developments and all change of uses in accordance with the requirements set out in Appendix 8 and the design standards in Appendix 10.

FIFTH SCHEDULE, *contd.*

- POLICY SP T28 A standard allowance of approximately 30 square metres of parking area in practical shape (inclusive of manoeuvring space) should be made for each car parking space.
- POLICY SP T29 Where a development is to be occupied by several users, each having its own space permanently, the number of parking spaces required will be calculated separately for each planning unit.
- POLICY SP T30 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 based upon the requirements for the use.
- POLICY SP T31 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.

The provision of public parking resides in the hands of the local planning authority. Several parking facilities have been developed within the areas that are more densely populated. However the need for such facilities throughout the Order Area is becoming increasingly evident.

- POLICY SP T32 The local planning authority will seek the introduction of controlled parking zones where parking problems are particularly serious and adversely affect the operations of shops and other businesses.
- POLICY SP T33 The planning authorities will support the development of parking garages where the need arises provided that there is conformity with the recommended guidelines.

On-street parking control is an effective mechanism to manage commuter parking by providing parking spaces to priority users. In residential areas this can protect the amenities of home owners from illegal parking of adjoining residencies.

- POLICY SP T34 The planning authority will allow on street short stay parking for shoppers and for the operational use of business where it is warranted and road conditions make this possible.
- POLICY SP T35 Where the planning authority thinks it is necessary to protect the amenities of residential areas by means of on street parking controls, parking stickers may be issued to residents in the area.

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FIFTH SCHEDULE, *contd.*

Special parking for people with disabilities will allow them access to undertake business as facilities are provided. The provision of special parking should be based on the guidelines provided in the parking standards in Appendix 8 and the internationally adopted symbol in Figure 2 should be displayed to prevent others from occupying these spaces.

**POLICY SP T36** New developments will be required to provide adequate parking facilities for people with disabilities in such a position that it enables safe and convenient access to the development.

In high density housing developments sufficient parking spaces must be available in accordance with Appendices 8 and 10. Where the car ownership is high and lack of parking is evident, the residents will have to find alternate parking areas.

**POLICY SP T37** The provision of parking spaces for the different types of residential development is to be in accordance with the standards set out in Appendices 8 and 10 of this Order.

It may be possible to permit development in urban areas without sufficient onsite parking where part of the requirements could be met in a nearby car park during times when not in use. Night clubs and churches are two such activities which require parking in the evenings or on days of worship respectively. Some onsite parking would still be required by these developments to meet operational needs and customer demand. Agreements may be entered into between these organizations and the enterprise to make these spaces available outside their operating hours. The local planning authority should be given legal assurance regarding its availability.

**POLICY SP T38** The planning authority will give due consideration to the dual use of parking areas for development where the uses alternate in terms of time and scale; and such uses can be made legally binding.

In general parking permission for new developments or replacement of parking spaces lost in the process should be made on site. However, there are situations where this may be neither feasible nor desirable, such as extensions or conversions of upper floors. In such circumstances the planning authority may be prepared to consider parking in suitable site elsewhere in close proximity.

**POLICY SP T39** Where it is not feasible to provide parking to meet the local planning authority's normal requirements on site, the planning authority will consider whether it would be acceptable to have the shortfall made good on an alternative site.



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FIFTH SCHEDULE, *contd.*

The parking schedule may not speak to all classes of use or categories. In such situations the planning authorities should determine the parking requirements based on the standards nearest to the activity being undertaken.

POLICY SP T40      Where the use class or category of a building is not specifically mentioned in the parking schedule the planning authorities shall determine the provision based upon the standards in the nearest category.

Where a developer owns land in an area other than that being developed, permission could be given for parking to be provided on the alternate site if it is in close proximity. However any development proposals contemplated for the alternate site would have to take the parking provisions into consideration if it is being developed.

POLICY SP T41      Where the planning authority supports parking on an alternate site, the developer/owner will have to enter into a legal agreement with the planning authority indicating the availability of the site for the purpose in perpetuity.

Educational institutions such as basic schools, primary schools etcetera should not only conform to the parking requirements in the Appendices of this Order but should reserve an area on their site for the dropping off and picking up of children. The area should be such that there is no conflict between children and motor vehicles.

POLICY SP T42      An area should be reserved on the compound of educational institutions (separate from the parking area) for the picking up and dropping off of children from motor vehicles.

Trees and other vegetation improve the quality of the environment and make drab areas look lively and attractive. To reduce the expanse of asphalt in car parking areas these should be landscaped.

POLICY SP T43      All car parks will have to be landscaped in accordance with criteria set out in Figure 4.

POLICY SP T44      All new developments having outdoor parking lots shall make use of green parking surface techniques incorporating permeable materials with adequate drainage facility.

Buses and trucks in particular have the tendency to discharge passengers and goods in areas where it is neither safe nor convenient, causing inconvenience to other users of the road. It is, therefore, necessary that precautionary measures be

FIFTH SCHEDULE, *contd.*

taken to avoid this practice. In such situations vehicles may have to park at the side or rear of the premises

POLICY SP T45      The places where buses and trucks pick up or discharge passengers and goods shall be located only where there is adequate space out of the line of traffic and where there is good visibility in both directions for an adequate distance to prevent danger to persons and vehicles.

Provisions should also be made within related developments for the loading of trucks and vehicles. Where the building site area is too small, the frontage of the site is short and service is not possible from the rear the planning authority may find it expedient to waive or alter this requirement.

POLICY SP T46      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 8.

POLICY SP T47      Loading and unloading of vehicles may be provided at the side or rear of the premises in cases where Policy SP T45 cannot be complied with, so that no parked or temporary halted vehicles will be on the road reserve to impede or endanger the movement of traffic.

*Transportation Centres*

The St. Elizabeth Development Order Area is currently served by only three designated public transportation centres located in the local planning areas of Santa Cruz, Junction and Black River. The construction of other transportation centres within the Order Area is recommended. The safety of persons, especially women, the disabled and children using transportation centres and car parks especially at nights cannot be overlooked.

POLICY SP T48      All transportation centres should be provided with the necessary public conveniences and amenities.

POLICY SP T49      The planning authorities will ensure that all transportation centres:

- (i) have proper signage, parking bays that are properly structured and marked including facilities for the disabled
- (ii) parking lots shall be properly surfaced, and drainage provided so as not to cause any nuisance or damage to adjacent property or roadways.

FIFTH SCHEDULE, *contd.*

- (iii) 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 SP T50      The planning authorities will not approve applications for the development of transportation centres and car parks unless the proposals are accompanied by plans showing the layout and design of adequate lighting and security features.

*Air and Sea*

There are no major airports within the parish of St. Elizabeth. However, the Lionel Densham Aerodrome in Pedro Plains is used in the movement of passengers and cargo inter and intra parish. With the continued development of the parish and the need to diversify the means of transportation, steps should be taken to house these facilities.

POLICY SP T51      The planning authorities in conjunction with the relevant agencies will seek to identify lands suitable for such development and preserve them for such use as the need arises.

POLICY SP T52      No permission will be granted by the planning authorities for any further expansion of the existing airstrips without consultation with all relevant agencies and stakeholders.

POLICY SP T53      The local planning authority will seek to ensure that the associated road network is upgraded as required to facilitate the associated traffic.

Located within the parish are ports that assist in aiding the parish's economic development through commercial and other ventures. Port Kaiser and Farquharson Wharves are two major contributors to the movement of goods and services both locally and internationally.

POLICY SP T54      The planning authorities in conjunction with the relevant agencies will facilitate development proposals to improve the existing port facilities to modern standards as the need arises.

## HOUSING

Housing in the parish is provided by both the public and private sectors. In order to meet the housing needs the local planning authority will support the development of a range of appropriate sites and housing types. It will also ensure that facilities associated with residential areas are provided in accordance with

FIFTH SCHEDULE, *contd.*

their needs. In this regard the layout and design of housing developments should conform to the guidelines in Appendix 11 of this Order.

- POLICY SP H1      The housing needs will be met by:
- (i)    the improvement of housing stock in various areas.
  - (ii)   the zoning of lands to meet the requirements of a range of housing types in suitable locations identified particularly in local planning areas.

Proposals to change the use of residential properties may arise particularly in areas adjacent to commercial activities. This could result in increasing the pressure for new development on green field sites.

- POLICY SP H2      Proposals to change the use of residential properties will not normally be permitted unless:
- (i)    the area in which the property is located has changed to such an extent that the property is no longer viable as a residential use
  - (ii)   the property is required for a community use

The growth of urban areas is to a great extent determined by housing developments. A wide range of potential housing sites will, therefore, be available in the local planning areas to conform with the Settlement Strategy.

- POLICY SP H3      Large new housing development should be confined to the local planning areas identified by this Order and no permission will be given for large scale housing developments outside of these areas.
- POLICY SP H4      New single family housing development will be allowed only in the existing confines of some villages where approved development is taking place.
- POLICY SP H5      In urban areas housing developments will be allowed in accordance with land use and density proposals and other criteria which have been developed for these areas in the local area plan.
- POLICY SP H6      New residential developments outside of local planning areas will normally be allowed at a maximum density of 75 h.r.h (30 h.r.a.) providing that they are not sited on arable agricultural land (Class I-III) or in environmentally sensitive area and should be to the satisfaction of the appropriate authorities.

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FIFTH SCHEDULE, *contd.*

In order to cater for the full range of housing needs there is necessity for a mix of housing types and sizes. This is due mainly to the fact that developers tend to concentrate on the high end of the market which leaves first time house purchasers with little option.

POLICY SP H7      Housing developments should incorporate a mix of housing types and sizes appropriate to the needs of the locality, particularly where the development is on a large scale.

POLICY SP H8      Where large scale housing developments are being undertaken the local planning authority will seek to ensure the inclusion of a range of housing solutions which should include those suitable for low income groups.

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

POLICY SP H9      The change of use of buildings to residential use will normally be permitted by the planning authorities subject to the need, surrounding uses, and other planning guidelines.

The upper floors of shops which are mostly underused could be converted to residential use increasing the vitality of these urban centres especially in the evenings and nights thereby helping to deter crime. The main constraints which have to be dealt with however are the means of access, fire escapes and other safety measures and car parking.

POLICY SP H10      Proposals for the use of upper floors of shop buildings for residential purposes will be considered having regard to arrangements for access and car parking and the effect of the visual character of the building.

Rural housing can be important for people with strong local connections who have social reasons for living within a particular settlement. The local planning authority will in circumstances where such needs arise carry out an assessment to determine the validity of the situation before making a decision.

POLICY SP H11      In exceptional circumstances planning permission may be granted for proposals to satisfy a local requirement where housing development would not have otherwise been permitted.

Any uncontrolled development on a hillside is a potential hazard as it increases an area's susceptibility to slope failure, erosion and drainage problems. In an effort to protect the stability of these environmentally sensitive areas, control has to be

FIFTH SCHEDULE, *contd.*

exercised over development proposals to prevent the destruction of trees, slope failure and hard paving that contribute to excess run off.

POLICY SP H12 No housing development will be allowed on land where the slope is greater than thirty degrees (30° or 58%) and unstable, vulnerable to erosion, slippage, subsidence, flooding or other natural hazards, unless satisfactory engineering works are submitted and approved by the local planning authority. See Hillside Development Manual for Jamaica, prepared by the Mines and Geology Division.

POLICY SP H13 Density in hilly areas shall be in accordance with the Hillside Development Manual for Jamaica which has been developed for these areas. Guidelines in Appendix 22 also applies.

One of the basic objectives of the Development Order is to ensure that housing developments are located in areas where the basic infrastructure and amenities exist. Developers must ensure that these are in place or can be provided simultaneously with the development before applying for permission.

POLICY SP H14 Applications will not normally be supported by the local planning authority in areas where there is a deficiency in amenities, infrastructure and utilities.

POLICY SP H15 Where multi-family residential development is considered outside of local planning areas, the maximum density allowed will be 75 h.r.h (30 h.r.a) and will be determined by material considerations such as the character of the area, the amenities available, the zoning and other planning considerations to the satisfaction of the local planning authority.

In order to satisfactorily meet the open space needs of the community, land of appropriate dimensions and slope should be set aside for this purpose. No permission will be granted for purposes other than those for which such land was reserved.

POLICY SP H16 In single family housing developments land is to be set aside for the development of play fields and other recreational activities in accordance with the requirements set out in Appendix 11.

POLICY SP H17 In multi-family development space shall be set aside for amenity, recreational and landscaping purposes inclusive of that reserved for driveways, parking areas and access ways as set out in Appendix 11.

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FIFTH SCHEDULE, *contd.*

Infill can often make a useful contribution to meeting an area's housing needs. Such proposals have to be viewed in the context of the changes that can be brought about in an area. The density of the development, the character of the area and the privacy of the neighbouring properties will have to be taken into consideration in supporting such proposals.

POLICY SP H18 In local planning areas town house development at a density not exceeding 250 habitable rooms per hectare (100 habitable rooms per acre) will be allowed as infill on vacant lots in single family housing development provided that all planning standards and guidelines are satisfied and there is no adverse effect on surrounding properties.

In an effort to have a suitable balance between the best use of land and a satisfactory residential environment, it is imperative that the height and density of buildings be controlled. New developments outside of local planning areas should conform to the proposed height for the buildings and the density should protect the amenities of the surrounding areas.

POLICY SP H19 Where multi-family residential development is considered outside of Local Planning Areas the maximum density allowed will be 75 h.r.h. (30 h.r.a.) and will be determined by material considerations such as the character of the area, the amenities available, the zoning and other planning considerations to the satisfaction of the Local Planning Authority.

Single dwellings occupied by two or more people living separately are regarded as houses in multiple occupations. They provide accommodation for single people on low incomes or people who require temporary locations. The creation of such accommodation is a material change of use for which planning permission is required. These could have severe impact on the surroundings hence the creation has to be balanced against the character and amenity of the surrounding area.

POLICY SP H20 Where properties are being converted to houses in multiple occupation the following guidelines will be considered:

- (i) the effect on the amenity of the surrounding area
- (ii) the extent to which the building is affected by the change
- (iii) the availability of the car parking facilities (see Appendix 8)

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FIFTH SCHEDULE, *contd.*

Housing for the elderly, where care is provided can best be provided in residential areas. Alterations to such buildings should be kept to a minimum and should not detract from the residential character of the area.

POLICY SP H21      Proposals for residential homes for the elderly will be supported having regard to the effect of the proposal on the character of the neighbourhood and any physical alterations on the character and appearance of the premises.

Although it will not be normal to support elderly housing outside residential areas exceptions can be made for this activity if located on a property which could contribute to its retention or allocated for further development. Any subsequent change of use will be the subject of planning permission and with required conditions.

POLICY SP H22      Residential homes for the elderly will be permitted in residential areas as well as the conversion of large premises on extensive grounds in or near the edge of town where access to facilities are available and can be provided.

Housing lots and build on own land are the preferred alternatives for home ownership.

POLICY SP H23      Adequate lands will be made available in areas to meet the needs of individuals who are desirous of constructing their own houses.

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

POLICY SP H24      Planning permission for agricultural and special project dwellings will only be permitted where it is essential that the workers are to be accommodated on the holding, on a temporary basis and will not be transferable.

There is a tendency in high density residential developments such as apartments to overbuild by creating large rooms which can later be converted into smaller ones. The result of this is an increase in density which is calculated on a per habitable room basis creating a strain on the facilities and amenities which have been provided for the development or area as more people are allowed to occupy it than was intended. While architects, owners and tenants have a right to the size unit they desire, control has to be placed on the size of rooms in this type of



FIFTH SCHEDULE, *contd.*

building by way of density to prevent exploitation of the system and protect the facilities that have been provided from being overloaded and ultimate failure. (See also Appendix 11)

POLICY SP H25      Where a room in an apartment or townhouse building is large enough to be converted into two or more habitable rooms of minimum size of 9.29m<sup>2</sup> it will be counted as that of rooms for density calculation purposes including the amenity area and parking facility which is to be provided for in the increased density.

POLICY SP H26      Where a studio is such that it can be converted to one or more bedrooms of normal size that exists in the building of which it is a part i.e. a bedroom of approximately 9.29m<sup>2</sup> it will be counted as such in the density calculation.

Residents in planned housing developments such as housing schemes are concerned about privacy especially as it relates to overlooking from their extension of adjoining buildings and premises. When this involves a single storey building the remedy, most times, is to construct a solid fence wall of appropriate height. However, in higher buildings the situation is more critical and involves the intervention of the local planning authority. They will have to ensure that conditions are imposed to protect the amenities of the area and that extensions are monitored.

POLICY SP H27      Houses on lot sizes up to maximum of 600 m2 should not exceed a single storey in height except in situations where the terrain is such that a basement can be accommodated.

POLICY SP H28      Where due to circumstances an additional floor is permitted on such single storey building by the local planning authority it must be setback a minimum of 2.13m from side property boundaries or alternatively it should be constructed in line with the lower floor and contain high level windows which should be a minimum of 1.67 m (5 feet 6 inches) above the finished floor level.

POLICY SP H29      It may be prudent to have single storey buildings only in some residential areas depending on the location, and the facilities and amenities being provided the local planning authority will also be encouraged to place conditions on subdivisions limiting the height of construction in these neighbourhoods especially where the height of buildings will be out of character with the area.



FIFTH SCHEDULE, *contd.*

## CONSERVATION OF THE NATURAL AND BUILT ENVIRONMENT

The Development Order Area has some fragile, diverse and sensitive ecosystem spanning approximately 1228.80 Km<sup>2</sup> (121070 hectares) of land. Of this total, only 12% (14,594.64 hectares) of the total land space of the parish falls within the protected area system. Premature and environmentally insensitive developments have already resulted in the wide spread loss of some of its resources. Careful management of both the Natural and Built Environment is required in protecting key biological lands and waters, recreational open space areas, wild life sanctuaries and archaeological sites and buildings. Protection does not mean that these resources should not be used but this should be in a sustainable way and in such a manner that values are not degraded or destroyed, but enhanced.

The main objective of a conservation policy is to promote the integrated protection, preservation and development of land, water and other viable resources for the benefit of the nation as a whole. While these resources and ecosystems provide important natural values and functions for the citizens of the parish and beyond, they are also under serious threats from over-exploitation and pollution.

As such, this order will seek to ensure that policy mechanisms are in place to combat these issues, while placing emphasis on sustainability and proper management.

## THE NATURAL ENVIRONMENT

There are a number of ecologically sensitive and distinct regions within the parish requiring environmental protection and limited development pressure to preserve biological diversity, water and food security. The two main areas being the Black River Complex, consisting of the mangrove forest and herbaceous wetland systems of the upper and lower morass and the Cockpit Country with its buffer zones. These zones are vital to preserving the ecological functions and services that these unique eco-regions provide. The potential impact of climate change on these natural features must be outlined in development plans submitted for approval. The protection of mangrove forest and herbaceous wetland systems of the upper and lower morass will enhance water security, build resilience to combating periods of prolonged drought and safeguard coastal communities from flooding as a result of storm surges. With the advent of climate change the prospect of more disturbed weather patterns and rising sea levels has the potential to exacerbate existing risks.

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| POLICY SP C1 | The local planning authority will seek to protect the natural environment and will not normally support developments that would infringe on or impair the ecological services and functions provided by the Black River Complex and the Cockpit Country. |
| POLICY SP C2 | The planning authorities will refuse planning permission for any development that will have a detrimental effect   |

FIFTH SCHEDULE, *contd.*

	on conservation areas/sites of natural value or habitat for endemic or endangered species of flora and fauna.
POLICY SP C3	The local planning authority in granting planning permission will seek to protect the natural environment and will impose conditions requiring the protection of existing habitats/ and ecosystems during the development process having regard to preservation and enhancement where necessary.
POLICY SP C4	Development will be severely restricted within any Forest Reserve, Conservation Area or Protected Area and such development will require an Environmental Impact Assessment.
POLICY SP C5	Planning permission will not normally be granted for any development which would result in the significant loss of any treed area unless there will be no immense effect upon the environment and amenity of the surrounding area. An Environmental Impact Assessment may be required in such instances.
POLICY SP C6	Lands in watershed management units may be developed for agricultural purposes if the activities meet the guidelines set by the appropriate agencies and are properly managed to reduce the effects of soil erosion and chemical runoff.
POLICY SP C7	There will be adequate setbacks put in place to protect riverine areas from contamination from agricultural lands.
POLICY SP C8	The planning authority will not normally encourage development within the aquifer recharge and watershed area that threatens to undermine or is in conflict with the natural functions of this area.
POLICY SP C9	The local planning authority will not permit any development along the coastline or within any mangrove forest which will negatively affect the integrity of the area.

The protection of existing vegetation and open water which positively enhance the amenity of the Order Area is essential. Accurate surveys of drainage patterns and existing and proposed changes of levels over the site, particularly in relation to existing vegetation should be shown on plans being submitted for approval.

POLICY SP C10	Trees of amenity or scientific value may be placed under Tree Preservation Orders to ensure protection where necessary.
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FIFTH SCHEDULE, *contd.*

- POLICY SP C11      The Planning authorities will grant permission for new developments only if there is a satisfactory landscaping plan. Details at the planning application stage should accurately identify planting area, including details of plant species, size, densities in each location and existing or proposed services.
- POLICY SP C12      The planning authorities will not consider applications for development which do not show all vegetation, ponds, sink holes and ditches which are to be retained during construction with details for their protection during that period.

Vast quantities of limestone can be found in St. Elizabeth. These areas are generally associated with caves, underground passages and sinkholes. The karstic zones are known to contain over 130 caves (Jamaica Cave Register as of 2007 - from Fincham and JCO). These include Mexico Cave and Wallingford River Cave, near Balaclava, which are two associated sections of a major underground river that has its source in south Trelawny, as well as Yardley Chase Caves near the foot of Lovers' Leap, and Peru Cave, near Goshen, which has stalactites and stalagmites.

- POLICY SP C13      The planning authority will not permit any development which will result in the endangerment of endangered species of bat or alter airflow/natural water flow of caves.
- POLICY SP C14      The planning authorities will normally permit eco-tourism development which will not result in the alteration or degradation of caves and supporting ecosystems.

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

- POLICY SP C15      Proposals for high buildings within or adjacent to an area sensitive to their impact will only be approved if an appropriate degree of sensitivity in respect of siting and scale is incorporated.
- POLICY SP C16      No permission will be given for the erection of high buildings unless in areas appropriate for such buildings or within the line of sight between strategic view points and landmarks.

*Open Space and Recreational Amenities*

In some areas the local planning authority has lands which were either vested in them as open space on behalf of residents or which they acquired as public playing fields. Over the years, due to shifting neighbourhood patterns some of

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FIFTH SCHEDULE, *contd.*

these may become derelict or due to a demand for other facilities there is always the pressure for them to be disposed of for other purposes. These lands should be protected as they were acquired or given for specific purposes.

POLICY SP C17      The local planning authority will not support development on Municipal Council owned lands which have been designated as open space. Where such lands are to be used for other public purposes, the planning authority will only support such development if an equivalent area of land is acquired for open space in the immediate area or in an alternate area where the use is deficient.

POLICY SP C18      In the design and development of open spaces, parks and other open areas under its jurisdiction, the local planning authority will seek to protect and enhance areas that attract wildlife.

The same principle which applies to the ownership of lands by the Municipal Corporations/Local Planning Authority also applies to lands owned by Central Government. There are instances in which lands have been acquired for parks and recreational areas yet they have been used for other purposes. These sites need to be safeguarded for their intended use.

POLICY SP C19      Except as required for other necessary public purposes, planning permission will not normally be granted for development on publicly owned lands which have been designated as park or open space unless it is related to recreational facilities.

In view of the fact that government has access to publicly owned lands it is at times necessary to undertake activities in sensitive areas. Where lands have been zoned such as conservation areas activities should be designed to minimize any major damages.

POLICY SP C20      The undertaking of public works in conservation and other sensitive areas will be allowed only where essential and should be designed such that it detracts as little as possible from the appearance and designation of the area.

Landscaping can add quality to the environment as it can screen unsightly buildings or land uses and assist natural conservation especially if native species can be used.

FIFTH SCHEDULE, *contd.*

POLICY SP C21	Any new development will be encouraged to design landscaped parking areas which allow for the percolation of water and the reduction of paved surfaces.
POLICY SP C22	Hard and soft landscaping is to be provided to the satisfaction of the planning authority as an integral part of any development proposals so as to enhance the environment thereby integrating development into its surroundings.
POLICY SP C23	Developments will not be permitted which conflict with the need to safeguard and enhance the landscape and townscape features which contribute to the identity of areas of special character.
POLICY SP C24	All new developments will be encouraged to design landscape schemes with nature conservation in mind including the planting of native species and feeder trees.

*The Built Environment*

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

POLICY SP C25	All development should be of a good quality design so that it can contribute to a built environment that:— <ol style="list-style-type: none"> <li>i. is usually attractive,</li> <li>ii. promotes a healthy environment, including space and landscaping about a building and avoidance of exposure to excessive noise or pollution and</li> <li>iii. is energy efficient.</li> </ol>
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An essential part of the built environment is the protection of the exterior feature of buildings from dramatic changes. 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 SP C26	A high standard of design, materials, and construction will be required in areas where buildings of special architectural or historic interest are located.
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FIFTH SCHEDULE, *contd.*

POLICY SP C27      The design and character of a new building, should as far as possible be in keeping with the scale and character of the existing surrounding buildings.

POLICY SP C28      The conversion or alteration of any existing building should be of a high standard of design and be in sympathy with the existing built environment.

When a site is being redeveloped there is usually a temptation to demolish all the existing buildings. While the benefits of this procedure can be readily appreciated the character of the environment has to be assessed to ensure protection if features warrant such action. However the scale of development may be such that protection of the old building is not advisable and a new complex has to be designed.

POLICY SP C29      In the redevelopment of a site any building which can be used should be retained rather than a new one being constructed in its stead.

POLICY SP C30      The demolition of buildings of historic interest will only be allowed if it is not advisable to retain the old building particularly if a large scale development is proposed and the design and character of the development cannot be accommodated.

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. Consequently if a new shop front has to be provided it should be in keeping with the character of those already existing in the area.

POLICY SP C31      The character of shop fronts and other commercial buildings which are of architectural or historic interest should be maintained and enhanced and others made to conform as much as is practicable.

*Historical, Archaeological Sites and Buildings*

The Order area has a rich heritage of sites and buildings having particular beauty or historic, archaeological or architectural significance which should be preserved for the benefit of both residents and visitors because of the important linkages with our cultural heritage.

A list of those which are protected by the provisions of the Jamaica National Heritage Trust Act is indicated in Appendix 4. The planning authorities will seek to preserve, protect and to conserve archaeological deposits.

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



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FIFTH SCHEDULE, *contd.*

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| POLICY SP C32 | Permission will not be given for any development within the vicinity of any monuments listed by the Jamaica National Heritage Trust without approval from the Jamaica National Heritage Trust.  |
| POLICY SP C33 | The planning authority will normally refuse planning permission for development which would damage or destroy the setting of ancient monuments, historic landscape and important archaeological sites.  |
| POLICY SP C34 | Before granting permission for the demolition of any building or the development of any site with buildings of historic significance, the planning authority may require the developer to provide information regarding the importance of the site and the impact of the development. In certain cases such an assessment may involve an evaluation excavation. |

It is expected that owners of property on which there are historic relics will restore and preserve them or cause them to be preserved and restored, within a compatible environment and a viable development where this is contemplated. It is also expected that in the course of time new public and private programmes for exploring, recording, preserving and restoring will be developed.

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| POLICY SP C35 | The owners of listed buildings will be encouraged to undertake the necessary maintenance and repair of these buildings so as to keep them in good condition.  |
| POLICY SP C36 | The planning authorities will support and encourage the identification, recording, protection and enhancement of archaeological sites, ancient monuments and historic landscape features and will not grant permission for development which would lead to their damage or destruction unless discussed with the Jamaica National Heritage Trust and special justification can be demonstrated. |
| POLICY SP C37 | The demolition of buildings with archaeological or historic features will only be allowed if there is no practical alternative.   |

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

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FIFTH SCHEDULE, *contd.*

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| POLICY SP C38 | Where works of restoration are necessary for any development every effort should be made to ensure that the original design is preserved.  |
| POLICY SP C39 | Planning permission involving the loss of a building or feature of archaeological or historic interest will not be granted unless reasonable opportunity for recording its characteristics is provided before demolition begins. |
| POLICY SP C40 | The planning authority will ensure that the effect of climate change adaptation is considered in the assessment of all types of development applications including the provision of infrastructure.                              |

## RURAL ECONOMY

Agriculture and manufacturing are the main economic activities in the Development Order Area. The rural economy of the parish depends to a large extent on agriculture especially the cultivation of sugar cane, fruits, vegetables, seasonings and spices.

The protection of agricultural lands from developments is essential to maintain the future productivity and efficiency of rural development. It is important that lands of high agricultural value be protected and rationalized to safeguard the economy of the area.

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| POLICY SP RE1 | The Planning Authority will protect as much as possible land which has been earmarked for agriculture (class I—III) and will give priority to agriculture over other planning considerations in dealing with development applications. |
| POLICY SP RE2 | The planning authorities will provide adequate setbacks to protect life and livelihoods (e.g. from flooding) in line with climate change considerations.   |

The rural area provides attractive settings for the urban areas from which it obtains economic benefits it therefore has to be protected from encroachment by non-rural type development. Any such development therefore should be absolutely necessary as land once taken out of agriculture and used for development cannot normally be easily restored.

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| POLICY SP RE3 | The planning authority will seek to protect land outside the defined built up area from irreversible and unnecessary development and will ensure that permission for development in these areas is kept to a minimum especially in light of food security concerns related to climate change. |
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FIFTH SCHEDULE, *contd.*

It is the general belief that once the land cannot be viably cultivated it has no agricultural potential and should be used for other purposes such as, housing development. It should be borne in mind that cultivation is not the only viable activity that can be undertaken. In areas where land is of a poor quality the rearing of animals or the planting of economic fruit trees can be undertaken. However in dealing with such applications care will be taken to ensure that there is no significant effect on their surroundings.

POLICY SP RE4      Agricultural activities such as poultry and pig rearing which do not depend on the quality of the soil and can contribute to the rural economy will normally be supported by the planning authority.

POLICY SP RE5      Development will not be allowed by the planning authority on poor agricultural land if it will in anyway jeopardize the existence of good agricultural land elsewhere.

It is important for some agro processing industries to be located near to the source of the raw material. This is true of the fruit and vegetable industry where some amount of processing is done in close proximity to the farms. Over time, other activities may follow suit as such processing plants will have to be located where they can facilitate the processing of these agricultural products.

POLICY SP RE6      The planning authorities will normally support the establishment of agro industries to strengthen the rural economy, as long as these are not located on good agricultural land, will not compromise the character of the area, impact adversely on the environment or have a deleterious effect on surrounding uses.

POLICY SP RE7      Developments will normally be permitted where necessary for the wholesale distribution of produce to and from local farms.

The existence of empty or derelict buildings example greenhouses will not be acceptable for permitting non-agricultural development in an inappropriate location. Such buildings should be demolished and the site restored to agricultural use when no longer required.

POLICY SP RE8      Developments (including greenhouses) associated with horticulture and intensive agricultural production not dependent on the quality of the soil will not be permitted if it will jeopardize the long term availability of agricultural land in Classes I, II or III, or where it is accommodated near to housing.

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FIFTH SCHEDULE, *contd.*

In the sugar industry, there are times when it may be necessary to house workers in proximity to the centre of activities. In such situations the use of good agricultural land for building purposes may override its preservation. In such extenuating circumstances permission may be given for this to be done. However, in other situations where good agricultural lands will be lost it will not be supported unless there is a justifiable need. This applies to development such as golf courses which even after restoration, the land is less productive.

POLICY SP RE9      Dwellings of a temporary nature for special agricultural workers outside existing settlements and in particular location and agricultural buildings where it is of a type and size appropriate to its purpose may be allowed on good agricultural land only in extenuating circumstances.

Expansion of the economic base can be achieved through the diversification of farming activities and the re-use of redundant rural buildings for various purposes. However, caution will have to be exercised to ensure that a heavy volume of traffic is not encouraged onto any unsuitable roads where this is allowed.

POLICY SP RE10      Recreation, light industrial use, educational and tourist related business will be supported within redundant farm and institutional buildings, provided that such change would not in any way affect the character of the building or be detrimental to the character of the rural area.

In order to prevent reliance on agriculture only the rural economy can be widened with certain types of development not relating to agriculture. These will be limited to small hotels, guest houses, suitable holiday accommodation and small business activities.

POLICY SP RE11      Extensions to existing buildings to accommodate guests will normally be supported provided that there are adequate amenities and the character of the building and its locality will not be affected.

Under the Third Schedule of this Order there are some agricultural developments which do not require planning permission. Those that are exempted should be designed and sited so that they do not conflict with other rural interests such as the landscape and conservation areas.

POLICY SP RE12      Developments essential for agricultural production outside the urban fence will normally be permitted provided that there is no conflict with other important rural area resources and no adverse impact on the appearance of the surrounding area.

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FIFTH SCHEDULE, *contd.*

Self-employment is widespread among the rural population. Rural residents can now obtain loans to expand their businesses and many have made use of this opportunity especially in the operation of small scale home industries. The planning authorities will support such activities where possible.

POLICY SP RE13      The operation of small scale home industries will be supported provided that it will not create a nuisance, nor affect the character and appearance of the neighbourhood in anyway.

Residents in rural areas tend to shop for small items at regular intervals. Local shops are, therefore, very important in fulfilling this day to day activity particularly for the less mobile members of the community.

Although, consumer habits are changing and people are travelling to urban centres to do their shopping, the above situation has not changed considerably. Some of these business outlets also offer part-time employment to men and women, and sometimes are their only source of income. Such facilities will, therefore be supported where there is a justifiable need and will not act as a catalyst to linear commercial development.

POLICY SP RE14      Proposals for shops in rural areas will be given consideration in appropriate locations where it can be proven that there is a need for the facility in the neighbourhood.

POLICY SP RE15      Proposals for improvements to local shopping facilities in villages or residential areas will normally be permitted.

There are fishing villages located along the southern coast of the Order Area. Over-fishing of the inshore banks coupled with a reliance on traditional fishing techniques for example pot-fishing in fairly shallow water has caused a decline in local output. The planning authority will support the improvement of facilities along fishing beaches in order to revitalize this economic activity.

POLICY SP RE16      The planning authority will seek to enhance and protect the beaches listed at Appendix 5 as public fishing beaches and only activities related to the fishing industry will be given planning permission at these beaches.

With the decline in output from ocean fishing, fisherman will have to look seriously at the inland fisheries in an effort to protect their livelihood. The location of such ponds will be closely examined by the planning authorities as they could be environmentally incompatible especially where large scale excavation has to be done and streams diverted to supply them with water.

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FIFTH SCHEDULE, *contd.*

- POLICY SP RE17      The Planning Authority will ensure that fish ponds and related facilities are established and designed where there will be no detrimental environmental effect.

Bauxite mining adds significantly to the rural economy of the parish of St. Elizabeth employing a large percentage of the labour force. Where mining of the ore is possible it is not intended that it should be rendered incapable of extraction as a result of physical development. However, mining may be impeded otherwise due to the sensitive nature of the environment which has to be conserved and protected.

- POLICY SP RE18      Development proposals which will prevent or obstruct the extraction of minerals which is important to national development and the economy will not be supported by the planning authorities except in extenuating circumstances.

- POLICY SP RE19      The planning authorities will give due regard to the protection of the environment and natural conservation when dealing with applications which involve ore extraction or related activities in environmentally sensitive areas.

Quarries will be located in quarry zones and will be permitted in no other locations. The zones will be determined by the economies of location of suitable material in relation to the consumption area (e.g. block making areas etcetera) but will be strictly conditional on aesthetic considerations based on noise, dust, smoke, traffic and visual effect. As a matter of policy, quarries will be limited in number at any one time and operators will be encouraged that upon completion of the operation, land should be restored to a state satisfactory to the planning authorities in the shortest possible time.

- POLICY SP RE20      Quarries must be located in quarry zones which will operate on aesthetic guidelines and no permission will be granted for operation outside of this area except in extenuating circumstances.

- POLICY SP RE21      The number of quarries operating in a zone at any one time will be limited to the size and amount of material in the zone and the operators will be encouraged to complete the operation in the shortest possible time and restore the site to its original vegetative state to the satisfaction of planning authorities and other related agencies.

FIFTH SCHEDULE, *contd.*

## URBAN ECONOMY

The parish of St. Elizabeth although well known for its agricultural contribution to the economy boasts other sectors that add to its economic viability namely industrial, manufacturing, commercial and service oriented industries. There is also a growing tourism industry due to the rich history and the presence of places of interest across the parish. Economic activities in urban areas continue to employ a large percentage of the labour force and contribute to social advancement of citizens. Notwithstanding, economic growth and urban expansion has to take place in an organized and sustainable manner.

POLICY SP UE1      The planning authorities will seek to develop the urban economy of the parish through reservation and promotion of suitable sites for commercial, industrial and office uses in growth centres and other urban areas.

POLICY SP UE2      Permission for the development of land or buildings currently in employment generating use for non-employment purposes will normally be refused. Only in extenuating circumstances will permission be granted to use such land or building for other activities.

POLICY SP UE3      The planning authorities will ensure that all large scale commercial developments in the Order Area have no adverse impacts on the site to be developed or on neighbouring sites or developments in the area for which the proposal is submitted.

The planning authority should support investments in growth centres and other urban areas providing that these will result in economic growth and spread benefits across the urban areas. Major activities will not be promoted in areas where they are un-neighbourly; instead retail and business activities will be pursued.

POLICY SP UE4      The local planning authority will consider favourable, proposals for new commercial, business and retail activities in urban centres, which increase the range and quality of the local facilities and services, and are readily accessible to residents of the Order area.

POLICY SP UE5      The local planning authority will encourage the upgrading of all public facilities and services within urban areas to attract investors.

POLICY SP UE6      The local planning authorities will ensure that adequate lands are zoned to accommodate the requirements of existing and new commercial, retail and business establishments and the extension of business premises

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FIFTH SCHEDULE, *contd.*

except where these would have an adverse impact on the natural or built environment.

POLICY SP UE7      The local authority will seek to support the enhancement and maintenance of all natural habitats, cultural landscape and also ensure that investors and developers show respect for traditions and sense of place.

Proposed large scale commercial and office developments, should provide the necessary amenities for effective operations and public use. The planning authorities will ensure that the provision is adequate.

POLICY SP UE8      The local planning authority will ensure that as much as possible all large scale commercial and office developments provide certain public facilities such as sanitary conveniences for all users as well as receptacles for garbage disposal and facilities for recycling.

The local planning authority will encourage all new commercial developments to provide outlets for public services and private organizations to facilitate shoppers to undertake certain transaction at the same time.

POLICY SP UE9      All new commercial development such as shopping centres will be encouraged to include outlets for public and private organizations that provide services for customers such as paying of utility bills, etcetera.

Fast food restaurants contribute to the economic development of an area. However, noise, odour and other disturbances as well as rapid growth and possible expansion are associated with these entities. The local planning authority will, therefore ensure that these restaurants are located in appropriate areas and with the necessary facilities for customers.

POLICY SP UE10      Planning permission for fast food outlets and restaurants will only be granted if proposed in an appropriate location with the necessary sanitary facilities. Appropriate hours of operation will be placed on these uses for the protection of the residents' amenities.

The disabled are often overlooked in the design of development and find it difficult to access most buildings. In the event of new developments the planning authorities will ensure that adequate and efficient provisions will be made for the disabled.

POLICY SP UE11      Developments open to the public or used for employment, recreational or educational purposes will not be permitted unless facilities such as ramps, rails and lifts are provided for all persons specifically individuals with disabilities.



FIFTH SCHEDULE, *contd.*

Sometimes micro businesses may have to be located in or close to residential areas and other sensitive localities which may have a negative impact on the surrounding properties.

POLICY SP UE12 In considering applications for business developments outside of the area shown on the proposed land use map, the following will be taken into consideration:

- (a) the character of the area
- (b) the development being acceptable with respect to environmental, design, movement of traffic, amenity and other grounds
- (c) the plot ratio standard for the type of development
- (d) the car parking requirements for the development.
- (e) impact on amenity, in terms of noise, vibration, odour, fumes, smoke, soot, ash, dust, grit *etc.*
- (f) provision of soft landscaping and trees
- (g) other related policies in this order

The introduction of computers has resulted in many small scale businesses being operated from home. This has lessened the need for additional business premises as the activity is such that it is unlikely to be detrimental to neighbours.

POLICY SP UE13 Proposal to use part of a residential building or a building ancillary to a dwelling, for business purposes will be permitted provided that the residential use will remain the main focus of the property, the residential appearance is retained and such proposed use is not a nuisance to surrounding uses.

Industrial activities across the parish range from light to heavy industries. Proposed sites for the expansion or new industrial activities must co-ordinate with the Jamaica National Industrial Policy. Hazardous industrial activities are a threat to human health and the surrounding environment. Hence, proposals regarding hazardous industries will be given close scrutiny and will only be allowed after consultation with the relevant authorities.

POLICY SP UE14 The local planning authority will ensure that the risks associated with proposed hazardous industries are assessed taking into account the full range of

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FIFTH SCHEDULE, *contd.*

implications, advantages and disadvantages of the particular location.

- POLICY SP UE15      Development proposals for any use which would result in a significant number of people living or working in close proximity to any hazardous industry or storage site will normally not be permitted.

Activities such as car repairs, vehicular spraying, tyre repairs and muffler works as well as the processing, storing, and building materials can adversely affect adjoining neighbours and are classified as un-neighbourly uses. Permission for such uses will be subject to stringent and enforceable conditions to protect surrounding residents or businesses. However where these exist without permission the local planning authority will enforce and ensure relocation or demolition at the earliest opportunity.

- POLICY SP UE16      In dealing with proposals for car repair workshops, garages, tyre and muffler repair centres, regard will be given to the impact on the amenities of the surrounding area, particularly where residential accommodation exists and will not grant permission for extension of existing uses.

- POLICY SP UE17      Permission will not be granted for un-neighbourly industrial activities, or other uses likely to be detrimental to the amenity of a locality or pollute the natural environment; the local planning authority will enforce and seek the relocation and demolition of these business places.

Mixed use development will be permitted in certain areas of residential and commercial activities, as long as there is compatibility and that land uses do not cause undue hardship to neighbours.

- POLICY SP UE18      Mixed use development of residential, commercial or institutional activities may be allowed in areas as long as there is compatibility.

Agriculture is a major contributor to the economy of St. Elizabeth. Designated markets for the trading of produce are located across the parish, namely in the local planning areas of Santa Cruz, Black River, Junction, New Market, Maggotty and Balaclava. However, not all markets are operating efficiently or are being used for the required purpose.

- POLICY SP UE19      The local planning authority will seek to ensure that produce markets are located in all local planning areas to fill the needs of the community with the necessary

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FIFTH SCHEDULE, *contd.*

facilities and amenities and that the use at all times relate to market activity.

Fishing contributes to the parish's urban economy. The fisheries sector is a large source of employment and domestic revenue and is mainly concentrated in communities within the Greater Treasure Beach Area. There is one designated fish market located in Black River which provides for the fishermen/vendors.

POLICY SP UE20      The local authorities and all other relevant authorities will ensure that fishermen and all fishing related institutions practice sustainable fishing practices and conform to all the relevant regulations, especially in light of food security concerns related to climate change

Overexploitation of fish stocks, illegal fishing, and environmental issues such as the impact of climate change threaten the survival of the industry. The local authorities and all the relevant authorities should ensure that adequate fishing facilities and infrastructure are put in place.

POLICY SP UE21      All relevant authorities should seek ways to ensure that the fishing industry is recognized within regional and local development plans and also enhance market opportunities that are based on sustainable harvested resources.

The Order Area has inadequate entertainment, recreation and nightlife activities for both tourist and local residents. These activities are an important part of the urban fabric and contribute to its economy. This asset needs to be addressed especially in the urban cores and the hotels (present and future). However some form of entertainment can be a nuisance to neighbours and have to be properly screened and located.

POLICY SP UE22      Planning permission for entertainment facilities will not normally be granted where traffic problems are exacerbated, the amenity of residents is appreciably impaired or a proposal is incompatible with the existing character and function of the area.

POLICY SP UE23      Permission will not normally be granted for a change from a cultural use, such as cinemas, museums, art galleries, etc., to other non-related uses except in circumstances where a replacement will be made, within a stated time period.

#### MINERALS

Valuable mineral resources are deposited at various locations throughout the parish and include bauxite, limestone and sand. These raw materials if utilized in

FIFTH SCHEDULE, *contd.*

a sustainable manner can contribute significantly to Jamaica's and the parish's economy. This industry is comprised of various activities geared at producing raw mineral resources and/ or value-added mineral products for export and local markets. The extraction of minerals should be undertaken in a sustainable manner to mitigate against the destruction of the environment, loss of habitat, relocation of communities, destruction of the ecological balance in the form of water pollution, land degradation, loss of biodiversity as well as air and noise pollution. While the economic benefits can be realized, the environment's protection needs to be taken into account and as such this policy will seek to ensure that the mineral industry will continue to contribute to Jamaica's national development in a sustainable way.

POLICY SP M1 All operations concerned with and ancillary to the extraction of minerals constitute development and as such require planning permission from the planning authority.

POLICY SP M2 Mining and quarrying plans should be submitted to the appropriate authorities before any operation commences.

POLICY SP M3 Where there are adverse effects on the environment, the local planning authority will be guided by the advice of other agencies especially the National Resources Conservation Authority.

The Mines and Geology Division (MGD) has established a Quarry Zone in Black River. The aim is to assist in the orderly development of the quarry sector, to reduce the wide dispersion of quarries and to satisfy the high demand for aggregate.

POLICY SP M4 Quarries should be located in quarry zones and will not be permitted in any other location except in extenuating circumstances.

POLICY SP M5 The number of quarries within any location should be limited by relevant authorities to avoid over exploitation of resources.

Where proposals fall outside of quarry zones or where there are no zones in the area, such applications will be assessed for its impact on the surrounding areas in terms of aesthetics and environment considerations such as noise, dust, traffic and visual effect.

POLICY SP M6 In assessing quarry applications the local planning authority will take into consideration the impact of the activity on the surrounding areas.

POLICY SP M7 Lands which have mineral deposits and are slated for development may be mined or quarried on a priority

FIFTH SCHEDULE, *contd.*

basis and be prepared for the development to the satisfaction of the planning authority.

POLICY SP M8 In the event that contemplated development might affect licensed quarry operation the matter will be referred to the Commissioner of Mines for recommendation.

Water pollution is a major concern in mining operations. Water may be contaminated with heavy metals or toxic chemicals and siltation during the extraction process. This may occur as a spill over or leakage of effluents containing toxic chemicals from mines.

POLICY SP M9 Processing plants should not be located in close proximity to water sources and housing development.

POLICY SP M10 Processing plants, abandoned and inactive mines should be assessed periodically from the pre-mining to post mining stage by the relevant authorities to ensure that toxic chemicals do not leak into the environment.

It is intended that minerals should not in any way be rendered incapable of extraction as a result of urbanization. However since minerals are also diminishing assets there is a need for protection from wastage or sterilization. Caution should be exercised as the rate of re-generation by natural means may not be as rapid as the rate of removal, resulting in the destruction of the ecological balance. Therefore, it is imperative to integrate mining and restoration of the site whether to its original use or as close as possible to that before it was mined. Restoration of the areas or land reclamation should be done in the shortest possible time.

POLICY SP M11 Physical development of a permanent or capital intensive nature which will prevent the extraction of a mineral will not be given permission on mineral bearing lands.

POLICY SP M12 All mined out lands or quarried lands are to be restored to its original vegetative state, or to a level which is satisfactory to the Mines and Geology Division and other relevant agencies.

POLICY SP M13 Lands which cannot be restored to its original state/land cover should be transformed into an aesthetically attractive area by using local and endemic species.

Mud Lakes are a feature of the bauxite industry and are evident in St. Elizabeth. As production, demand and capacity increases the need for additional lands to discard bauxite residue also increases. Mud lakes are normally located in valleys, when there are no valleys; these end up on good agricultural lands that are more suitable for other uses.

FIFTH SCHEDULE, *contd.*

- POLICY SP M14      Permission will not normally be granted for good agricultural lands to be converted into mud lakes unless there are no suitable alternative lands.

The contents and the walls of mud lakes should be properly managed and secured to ensure that they do not break away or leak into nearby communities and water sources.

- POLICY SP M15      The local planning authority will support the maintenance and upgrading of Mud Lakes with appropriate technologies to the specifications of the relevant authorities to ensure that their integrity is not compromised.

- POLICY SP M16      The local planning authority will not support the channelling of surface water directly into mud lakes to reduce the risk of its contents overflowing and having detrimental impact on the environment and neighbouring settlements.

## TOURISM

Tourism is not the major contributor to the economic base of the Development Order Area. Nevertheless, potential for the development of a non-traditional tourism product exists. This could be realized through the parish's rich cultural heritage and intrinsic natural resources. It is with this vision that attempts have been and are being made to develop the south coast as a tourist destination.

Treasure Beach and Black River are examples of areas that can benefit from domestic and international tourism with limited investment and minimal change to the environment. While Black River would be focused on heritage and eco-tourism; Treasure Beach would be based on sports/leisure and also eco-tourism.

Tourism tends to generate a wide range of services resulting from the demand for additional accommodations and improved attractions. It is, therefore, critical for the establishment of policies that will facilitate the sustainable development of the product while ensuring maximum social and economic benefits to the population.

- POLICY SP TO1      Proposals for hotels, guest houses and other service accommodation will normally be permitted along the coast, within built up areas and in areas identified for the purpose in which facilities are available to service such activities.

- POLICY SP TO2      Conversion of buildings of historic and architectural importance into tourist accommodation especially in rural areas which would contribute to the conservation of the building will be supported.

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FIFTH SCHEDULE, *contd.*

POLICY SP TO3      Proposals for new or improved tourism facilities and attractions will be supported on appropriate sites subject to the siting, design, environmental and visitor management considerations being satisfactory.

POLICY SP TO4      In resort areas and urban areas permission will be granted for hotels, conference facilities, villas and other serviced accommodation, provided these are consistent with the requirements for the areas.

Although new development to facilitate tourism will not normally be supported in the rural area, there may be occasions when the efficient operation of well-established activities justifies modest extensions. Extension to existing buildings and changes of use of existing developed sites and buildings such as redundant farm buildings to accommodate guest houses, bed and breakfast, and self-catering accommodation will normally be acceptable. However, access should be suitable with the proposals having no adverse effect on the character of the building and the environment.

POLICY SP TO5      Permission will not normally be granted for hotels, guest houses, and other tourism service accommodation outside built up areas, except for the conversion of existing buildings or appropriate extensions to existing accommodations.

While enabling the development of tourism facilities, the environment has to be safeguarded in the interest of local residents. Tourism facilities which are compatible with the amenities in resort areas will be encouraged in order to stimulate local entrepreneurship and allow for greater interest/appreciation of this contribution to the development of the sector.

POLICY SP TO6      In built up areas, development which improves or extends the range of tourist facilities will be permitted provided the development will not be detrimental to the character and appearance of the locality and to the amenities of nearby residents.

Rafting and tour boats on the Black River have been popular attractions since the advent of tourism in St. Elizabeth. It is featured internationally in articles related to Jamaica and is a source of income for several persons in the area. However this needs to be linked with other community based activities in order to expand the quality of the visitors' experience.

POLICY SP TO7      Small scale tourist facilities linked to rafting, and tour boats on the Black River will be supported where compatible with the area.

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FIFTH SCHEDULE, *contd.*

Small scale facilities to serve visitors and those in transit through the parish need to be provided. In addition to hiking, horseback and donkey riding and informational tours are now being provided and the opportunity should be explored for camping.

POLICY SP TO8      Permission will normally be granted for small scale camping and touring areas provided these are unobtrusive, would not be detrimental to the environment and have adequate means of access.

A small but growing number of hotels and cottage like resorts are addressing the market for rural retreats. The main challenge is to achieve a balance of rural simplicity, elegance and very high levels of environmental care with respect to design and administration. These will be given special attention in the assessment of such projects.

POLICY SP TO9      Outside the built up areas tourist facilities will normally be permitted where the design is of a high architectural standard and the development would not be detrimental to the character of the area.

It is in the interest of the motoring public to have certain facilities established along heavily used roads for convenience and comfort. These should be at locations which are not in conflict with conservation policies or the flow of vehicular traffic.

POLICY SP TO10      Restaurants and cafes, tourist information facilities and picnic areas, may be permitted at appropriate locations on roads carrying tourist traffic providing there is no conflict with conservation policies and the design being satisfactory to the relevant authorities.

The height of hotels, guest houses and other tourist facilities should be in conformity with the environment in which these are being located. They should be adequately landscaped, conform to the density, height, floor area ratio, ground coverage and all other development requirements for the area.

POLICY SP TO11      The height of hotels, guest houses and other tourist accommodation should not exceed the planning criteria established for the area in which these developments will be located.

In some instances man-made and natural tourist attractions will need service facilities. These should be provided in a very unobtrusive manner and at a scale and intensity such that there are no detractions from or have any harmful effects on the surroundings.

POLICY SP TO12      Tourism service facilities will be allowed in areas where man-made features and attractions are developed in conservation areas.



FIFTH SCHEDULE, *contd.*

## WASTE TREATMENT AND DISPOSAL

*Sewage*

The parish of Saint Elizabeth is not connected to a central sewage system. Supporting data from the 2011 STATIN Population Census shows that approximately thirty seven (37%) percent of the population use pit latrines while six (6%) percent did not have toilet facilities. However, the remaining fifty-seven (57%) percent have access to schemes attached to individual sewage systems. These include government owned developments (i.e. hospitals, health centres), specialized developments such as hotels and residential sub-divisions. Population increase indicates the critical need for the implementation of centralized sewage systems as proper disposal techniques need to be in place to hinder and prevent pollution.

POLICY SP WT1      Where densities are higher than seventeen (17) dwelling units per hectare and an aggregation exceeding seven hundred and fifty (750) persons, or where otherwise necessary due to environmental conditions the units should normally be connected to a central collection system.

POLICY SP WT2      The planning authorities, in consultation with the National Water Commission or private entities supplying sewerage infrastructure, will seek to locate and secure lands/easements for the accommodation of infrastructure to support the central sewerage system.

The implementation of additional housing developments will introduce the generation of more sewage and will have an increased effect on the environment. It will not be possible to provide central systems in all developments and consequently precautionary measures have to be taken to ensure sewage is adequately disposed on site. Any increase in density will, therefore, have to take into consideration lot sizes which can facilitate on-site sewage disposal.

POLICY SP WT3      For single family houses on lots larger than 1/10 hectare treatment and disposal should be by septic tank and tile field or any other method acceptable to the Health Authorities, the NRCA and the local planning authority.

POLICY SP WT4      The planning authorities will seek to ensure the coordination of developments with the provision of sewerage services and may phase the timing of developments based on availability and capacity of sewage collection systems.

The use of pit latrines throughout the parish could be due to the water distribution pattern. To protect the environment in the best way possible, the safest type of

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FIFTH SCHEDULE, *contd.*

pit latrines should be adopted. This recommendation would be from the public health authorities and/or other agencies with this responsibility.

POLICY SP WT5      Where it is necessary to dispose of sewage by means of a pit latrine this should be the Ventilated Improved Type or any other type recommended by the Health Authorities and acceptable to the local planning authority.

In large scale housing developments the method of disposal most frequently used is a stabilization pond. Where development is done on a small scale, septic tanks and absorption pits are the safest choice. However, there are several other types of disposal systems available and selection should be satisfactory to the local planning authorities and the Ministry of Health.

POLICY SP WT6      In disposing of sewage in large scale developments the developer should discuss the methods available with the Health Authorities and the National Resources Conservation Authority and implement what is recommended to the satisfaction of the local planning authority.

In positioning absorption pits precautions must be taken to place them where these do not pose a hazard to aquifers and other sources of water supply. In this regard minimum distances should be adhered to in order to exercise caution.

POLICY SP WT7      No absorption pit, tile field or any other disposal facility should be located in the vicinity of an actual or potential well site, aquifer, or source of domestic water supply unless the necessary and satisfactory precautionary measures are taken to prevent any unacceptable impact in terms of the environment, amenity and public health.

In designing septic tanks capacity is important for proper functioning. These should be large enough to accept optimum flow from the development and retaining it for a specified period of time which will allow the bacteria to act on the waste and improve the quality for disposal.

POLICY SP WT8      Septic Tanks should be designed so as to give the required detention time to the waste and prevent short circuiting resulting in poor quality effluent for disposal.

POLICY SP WT9      There should be a minimum vertical distance of 1m between the bottom of the tile field and the maximum elevation of the groundwater table or any layer of rock or impervious material.

FIFTH SCHEDULE, *contd.**Recycling of Waste Water*

Data from the Statistical Institute of Jamaica shows that in St. Elizabeth forty six percent (46%) of its population has public access to potable water. The water supply network throughout the parish is aged and in some instances underdeveloped, contributing to unacceptable levels of service. In areas where infrastructure is limited or absent water harvesting techniques can be implemented to access water for domestic use. Also, recycling of grey or waste water from basins, baths and showers should be encouraged as this can be used to flush lavatories, water gardens or lawns where possible.

POLICY SP WT10      Where rainwater is used primarily by households, catchments and water storage systems will be encouraged and provision made for this in development proposals (see Appendix 14).

POLICY SP WT11      Households with a running domestic water supply system and/or a rainwater catchment system should use rainwater or grey-water for watering plants and lawns.

In large developments such as resorts sewage treatment by means of stabilization ponds or some other method whereby waste can be recycled should be implemented. This should be used for example to water golf courses and other large landscaped areas and also applies to grey water.

POLICY SP WT12      Developments with large landscaped grounds such as golf courses should make provision for the use of recycled water from the sewerage systems being used, to water such areas.

Storm water drainage systems are important in preventing localized flooding and collecting surface water run off. It is important to maintain these systems to ensure optimum carrying capacity while being practical.

POLICY SP WT13      The relevant authority will carry-out the upgrading and maintenance of storm water drainage systems, where necessary, particularly in light of climate change considerations (e.g. flooding and siltation, and spread of mosquito-borne diseases) in consultation with the local planning authority.

*Solid Waste*

The quantity of solid waste increases with population growth and as such its collection has to be carried out on a regular basis. Collection and treatment should be addressed at the earliest stages of a development and proposals should not only include collection and removal but also methods and types of recycling.

POLICY SP WT13      Adequate provision shall be made within all residential developments for the collection, and disposal of waste at an early stage of the design process in terms of a

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FIFTH SCHEDULE, *contd.*

sustainable approach and such that it would not create any unacceptable impact on the environment.

Solid waste is broadly defined as non-hazardous, industrial, commercial and domestic refuse. Its collection is managed by the National Solid Waste Management Authority (NSWMA), and is collected by Southern Parks and Markets Ltd. The waste is disposed of at the Myersville disposal site in the parish and Martins Hill disposal site in the neighbouring parish of Manchester.

POLICY SP WT14      Proposed site for transfer stations will be established at locations satisfactory to the local planning authority and will take into consideration the capacity for the relevant waste type, satisfactory access, effects on agricultural land and other environmental factors.

The storage and collection of solid waste from commercial establishments namely markets and street vending is a problem as this could result in the increase of health hazards if not disposed of properly. Waste from these activities should be stored properly in secured containers and out of reach of pedestrians and areas of mass public interaction where possible. This will prevent stray animals rummaging through the solid waste containers thereby creating a safer environment.

POLICY SP WT15      Adequate provision will be required within all commercial and other business places for the storage, collection and removal of waste, unless exceptional circumstances make this impractical.

In areas where it is necessary to reclaim land selected garbage can be used as a landfill. This provides a means of disposing solid waste which is not environmentally unfriendly. In undertaking such an exercise consideration should be had to the long term benefits and the impact on adjoining properties.

POLICY SP WT16      Consideration will be given to proposals for land filling especially with regard to any long term benefits that may arise, including raising the level of low lying land and restoration of mined out areas.

With development occurring within the industrial segment of the parish, adequate provision should be made for the disposal of such waste to ensure that there is compatibility between the industry and the environment.

POLICY SP WT17      The planning authority will give special attention to the creation of special hazardous waste disposal sites where and when necessary for the safe disposal of hazardous materials.

A large amount of biodegradable waste normally ends up in landfills or dump sites. While concentrations should be on the reduction of waste firstly, recycling and composting should not be overlooked as these can make valuable contribution to the quality of the environment.

FIFTH SCHEDULE, *contd.*

- POLICY SP WT18 The making of provision in developments to allow for the separate storage of recyclable waste where appropriate will be encouraged by the local planning authority.
- POLICY SP WT19 The local planning authority will encourage more waste management practices which are based on the best environmental options for the local circumstances and encourage practices that reduce waste generation at source, re-use waste for the same or another purpose and recover value from waste through recycling.

Where hazardous waste exists provision will be made for its safe and satisfactory disposal either in incinerators at selected locations or treatment plants before being transferred to a landfill. In all situations measures will be taken to ensure that there is compatibility between the environment and the sources taking into consideration health and welfare of the public.

- POLICY SP WT20 The planning authority when necessary will give permission for the creation of hazardous waste treatment facilities to be constructed in areas which are not a detriment to the environment when it is necessary to do so.

## TELECOMMUNICATIONS

Information and communication technologies play a critical role in promoting social and economic development, improvement of individual livelihoods, community prosperity and the improvement of national development. The growth in this sector has given rise to the erection of cellular base stations, laying of cable, and other telecommunication apparatus and devices such as antennae and satellite dishes for both domestic and commercial use across the St. Elizabeth Development Order Area. Telecommunication devices for commercial purposes are larger and more prominent than those for domestic purposes. The siting and design of these facilities should at all times be such that there is no severe impact on the character and visual amenity of the environment, (Appendix 16).

- POLICY SP TELE1 Base stations and transmission masts/towers will be approved in areas where they do not impact negatively on the environment and in which the land to be developed meets the necessary guidelines for the structures proposed as set out in Appendix 16.
- POLICY SP TELE2 Where possible the proposed development should be designed so that it blends into the environment and minimizes the visual impact. Different solutions, types of material and colours should be utilized where possible.

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FIFTH SCHEDULE, *contd.*

New apparatus within urban areas should be sited on existing structures where possible.

- POLICY SP TELE3      Telecommunications networks should be sited so as to minimize the disturbance to the environment and loss of amenities.

Telecommunications and particularly mobile phones have become an indispensable feature of modern living. However, there has been much concern about the radio frequency transmitted from cellular towers and the effect it has on the health of residents in its proximity. Since most studies on the effects of exposure to radio frequency (RF) from mobile phones or their base stations have remained inconclusive, a precautionary approach will, therefore, be adopted in the location of these telecommunication devices.

- POLICY SP TELE4      Pre-application consultation and discussion will be undertaken between the planning authority and the operator, schools, communities, interested parties and any other relevant body before planning permission is granted.

- POLICY SP TELE5      The relevant authorities will seek to ensure that the beam of greatest radio frequency intensity from a base station sited within or near retirement homes, educational and health facilities does not fall on any part of the grounds or buildings of the institution.

- POLICY SP TELE6      Operators shall submit statements indicating compliance with World Health Organization guidelines for non-ionizing radiation protection with each application before it will be considered by the planning authority.

The construction of new developments can adversely affect the telecommunication services of others in the neighbourhood and the rights of adjacent landowners. The level of effect of the proposal on these will be assessed to ensure protection.

- POLICY SP TELE7      In considering applications the Planning Authorities will take into consideration the development rights of the subject land and that of the adjoining premises.

The remains of obsolete equipment can diminish and or destroy the features of an area and threaten the health and welfare of those living in communities of which these are a part. Such equipment should safely be disposed of by the network operators in accordance with standards or guidelines provided by the relevant agencies/authorities, and appropriate measures taken to restore the land to a prescribed state.

FIFTH SCHEDULE, *contd.*

- POLICY SP TELE8 Operators of telecommunication systems shall safely dispose of obsolete equipment and restore the land to a use satisfactory to the planning authority.

An increase in the number of participants in the telecommunications industry has given rise to a proliferation of antennae not only in urban areas but more so in the rural areas. This equipment is tall and prominent and most times are located forming a visible feature of the landscape. This has threatened the visual quality of some areas, reinforcing the need for the control of these locations. Where satellite dishes, microwave antenna, radio masts and other telecommunications apparatus have to be installed, these will be considered on their own merits taking into consideration the impact on the character of the area. The possibility of sharing facilities will also have to be explored so that the number of structures in an area may be reduced.

- POLICY SP TELE9 The Planning Authorities will facilitate the installation of telecommunication apparatus in new, residential, resort and commercial development where this is feasible.

- POLICY SP TELE10 The Planning Authorities will ensure that the erection or laying 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 SP TELE11 In considering applications for the erection of masts the Planning Authorities will need to be satisfied that the siting and external appearance of it and its apparatus will take into account existing and proposed landscaping, the impact on amenity and the impact due to noise and disturbance.

- POLICY SP TELE12 In considering planning applications from licensed operators, consideration will be given to the possibility of sharing existing masts, replacing one with another for joint use or erecting one suitable for joint use and that proposals will not affect the skyline or other areas of importance.

Business premises, especially betting shops and internet/cable facilities, normally have the need for satellite receiving antennae and these are usually installed in locations where they are incompatible with the surroundings. They should not be obtrusively located and also be designed to minimize the visual impact on the environment.

- POLICY SP TELE13 The erection of antennae on business premises will normally be permitted where the proposal is such that it

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FIFTH SCHEDULE, *contd.*

is not visible from public areas or from the habitable room window of a dwelling which overlooks the site.

- POLICY SP TELE14    Proposals for the erection of commercial antennae within the curtilage of industrial or commercial premises will be considered taking into account the scale of the equipment in relation to its surroundings and the existence of similar equipment in the vicinity of the site. Under normal circumstances the size should not exceed 1.8m in diameter.

Antennae in residential and for other domestic use have very little environmental effect and are mostly confined to satellite antenna. Normally, a satellite dish of up to 70cm in diameter is “permitted development” and will not require planning permission. Those above this size requires planning permission hence, special attention must be given to their location. Antennae mounted from the ground will be less obtrusive than wall or roof mounted antennae and will be allowed where it can be screened from public view.

- POLICY SP TELE15    Where planning permission is required for the erection of an antenna on any residential dwelling, the application will be considered in terms of:

- (a) any existing antenna on the building
- (b) the size which should not be greater than 1.8m in diameter
- (c) the visual effect on occupiers of adjacent land.

- POLICY SP TELE16    Satellite dishes should, wherever possible, be located at the rear of a building or premises or on lower roofs and should be as unobtrusive as possible from the public view.

Although telecommunication devices are not compatible with historic or other heritage buildings or even townscapes due to their nature, permission will be granted if effect is minimal on their surroundings. The visual amenities of buildings, open areas and street scenes will be protected.

- POLICY SP TELE17    Telecommunication devices will not be allowed on sites of historic, architectural or archaeological significance (Appendix 4) or on buildings within conservation areas. Consideration will be given to siting these on adjoining buildings or where they will least jeopardize the character and appearance of the site or heritage building.



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FIFTH SCHEDULE, *contd.*

It is indisputable that telecommunication has contributed to modern living. The dependency on this means of communication will continue and designers and architects should make provision for its future needs. In designing new developments, telecommunication requirements, including the laying of cables should be considered to prevent installation at a later stage which may not be supported.

POLICY SP TELE18 Telecommunication requirements should be considered at an early stage in new developments as the installation of visually intrusive equipment at a later date may not be permitted.

In dense developments it is customary for each block of units to have its own satellite dish and other communication antennae. These create a visual impact as they become prominent skyline features from street level or other sensitive viewpoints. To avoid this, the shared use of these facilities will be encouraged.

POLICY SP TELE19 In complexes such as terrace and town house development consideration will be given to the sharing of one antennae and, or satellite dish between several units.

POLICY SP TELE20 Where there are several separate users in one building such as apartment and office building only one antennae will be permitted for the whole building unless the others can be screened from public view.

As the technology in telecommunication equipment advances, dishes and other transmittal and receival equipment become smaller and more powerful. Domestic satellite dishes now range in size from 45 centimetres (18 inches) to 0.9metres (3 feet) and come in a variety of colours enabling one to choose the size and colour that blend with the environment. In buildings where this equipment is to be installed, requirements should also be considered at an early stage to prevent non-conforming additions later on.

POLICY SP TELE21 Where possible the Planning Authorities will require that the smallest size dish should be used on the exterior of buildings and the colour should blend with its background and surroundings.

## ENERGY GENERATION AND CONSERVATION

The provision of reliable and sustained energy throughout the development order area is primarily the responsibility of the Jamaica Public Service Company Limited. This energy is provided through electricity which in itself is not sustainable as the country faces increase in world oil prices and demand with oil being one of the primary components in electricity generation. It is therefore imperative that alternate energy sources be identified and utilized. Energy conservation is necessary to reduce costs and also to promote environmental values. Encouraging energy

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FIFTH SCHEDULE, *contd.*

conservation among consumers will be taken into consideration when dealing with development applications. This could best be reflected in the design, siting, orientation, and layout of buildings.

POLICY SP E1      The planning authority will be mindful of energy conservation in assessing the design of development applications especially as it relates to the use of natural lighting and conservation techniques.

POLICY SP E2      The planning authority will support building heights which make it unnecessary to install elevators or other lifting devices for goods and people.

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

POLICY SP E3      The construction of electricity substations will be supported in areas where it is necessary to upgrade the supply of electricity as long as it will have no adverse impact on the environment.

POLICY SP E4      Utility substations and individual transformers located on the ground, shall be surrounded by a wall or by a security fence with a screening hedge or other environmentally friendly screening device.

POLICY SP E5      Planning permission will be given for the installation of utility poles and lines where they are sited so as to allow easy and economic means of road and sightline improvements and do not obstruct pedestrian movement.

POLICY SP E6      Ancillary utility services should be so located that they will in no way obstruct sidewalk facilities.

The laying of electric wires underground is a costly and technical activity. Although it makes an area more aesthetically pleasing this has to be considered in terms of the capital outlay and maintenance. However, in shopping plazas and some resort development this is a better proposal than to have the wires dangling dangerously overhead and is worth implementing.

POLICY SP E7      Where it is feasible provisions should be made for electric wires and cables to be placed underground and appropriate markers be installed to identify the routes.

Energy conservation and the use of renewable energy sources will be taken into consideration when dealing with development applications. This could best be reflected in the design, siting, orientation, and layout buildings.

FIFTH SCHEDULE, *contd.*

- POLICY SP E8      The planning authority will support the layout of developments and building design that employ green development and energy efficiency standards.

There is a growing acceptance that more of the country's energy requirements will have to be produced from renewable resources. Consideration will have to be given to development proposals for renewable energy and the local planning authority will support the establishment if suitable sites are found.

- POLICY SP E9      The local planning authority will be mindful to grant planning permission for alternative energy sources including but not limited to wind farms, solar fields and Bio-gas plants provided the development including ancillary buildings and facilities will not cause serious harm to the ecology of the area or disturbance to any receiving or transmitting system in the area.

- POLICY SP E10      Renewable energy developments to be connected to the national grid will be safeguarded from development which would conflict with their operations in this regard.

At present renewable sources of energy such as solar and wind are only available on an individual basis in most instances as a supplementary energy source. Apparatuses are needed externally; however they should be placed in locations where they have minimal visual impact and are installed in a safe manner.

- POLICY SP E11      Where planning permission is required for proposals to use renewable sources, applications will be considered on the basis of the visual effects, and safety of the structures proposed and the need to protect heritage buildings.

## GENERAL DEVELOPMENT POLICIES

The General Development Policies are intended to supplement the Sectoral Policies and are of a general nature and can be applied to all areas and will be relevant in considering applications throughout the St. Elizabeth Development Order Area. 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 Order area. Those aspects of development which encourage personal well-being, social harmony, equal opportunity and sustainability will also be promoted. The Land Use Proposal Maps will adequately identify the areas for each of these activities where necessary.

- POLICY GD1      Development will be approved in areas that provide a healthy environment and in which the land to be developed meets the necessary standards and guidelines for the type and scale of development proposed.

FIFTH SCHEDULE, *contd.*

## POLICY GD2

The planning authorities will not give approvals for major residential or commercial development:

- i. outside of the urban built up areas except to satisfy a justifiable local demand.
- ii. where adequate provisions have not been made for infrastructure and utility services
- iii. which will destroy the environment, sterilize or destroy the enjoyment of an important resource.
- iv. which by virtue of any process generates smell, fumes and/or, noise, would be a nuisance to existing and proposed development in the area in which it is to be located.

The local planning authority will seek to ensure that as far as possible, existing trees and woodlands of amenity, economic and ecological value are protected and maintained. Where a development is permitted, trees or groups of existing or planted trees and woodlands of significance within the area being developed will be retained and maintained. Where it is desirable to confirm the amenity value of trees or woodlands under threat these will be protected by Tree Preservation Orders.

## POLICY GD3

The local planning authority will seek to protect trees and woodlands of public amenity value in development proposals and secure their retention where necessary through the institution of Tree Preservation Orders.

## POLICY GD4

All relevant aspects of environmental impact will be taken into consideration by the local planning authority when land use proposals are being assessed and development which would adversely affect existing trees or clusters of trees worthy of retention and preservation will not be permitted.

In order to preserve the visual and recreational amenities of the parish, areas within the local planning areas will be zoned to preserve amenity and open space. It is the intention of the local planning authority that these facilities are provided within a convenient distance of all places of residence. Where private or public open spaces or recreational activities are of high amenity value these will be protected from abuse and vandalism by allowing only uses that are consistent with preserving the amenity value within the area. This includes development of recreational cultural buildings and the necessary car parking facilities. Unrelated uses such as shops and houses will not be permitted.

FIFTH SCHEDULE, *contd.*

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| POLICY GD5 | Existing recreational open spaces will be protected and enhanced in all developments and only facilities necessary for their adequate functioning and the preservation of the amenity and character of the area will be allowed. |
| POLICY GD6 | Existing playing fields and recreational open spaces within established residential areas will be protected and the creation of new areas for active and passive recreation will be promoted wherever possible.                  |
| POLICY GD7 | Only temporary structures will normally be allowed on public open spaces, except where it satisfies the planning authorities that those structures are absolutely essential to the everyday operation of the facility.           |

There are uses existing in areas for which no planning permission was granted. It is anticipated that where these exist, the land affected will revert to a use in conformity with the requirements of this Order and will in time relocate to an appropriate site with which the use is compatible. In the interim no extension will be allowed for the activity in the existing location.

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| POLICY GD8 | Where a non-conforming use exists, the planning authorities will encourage its removal and during the interim will not grant any permission for extension or retention of the facility except in extreme cases of hardship. This does not obviate the fact that it will have to be removed eventually regardless of the circumstances. |
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The level of awareness and concern for the disabled has increased over recent years. In accordance with the principle of increasing this general level of awareness, the local planning authority will use the design criteria set out in the Development and Investment Manual Volume 1, Section 1, Planning and Development—Chapter 2 and the National Building Code as a reference in dealing with developments so as to facilitate access for the disabled.

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| POLICY GD9 | In increasing its general level of awareness for the disabled the local planning authority will use the relevant sections of the Development and Investment Manual and the National Building Code as guidelines in assessing public and other developments in order to ensure access for disabled persons. |
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The conservation and preservation of buildings, structures and sites of historical, architectural and archaeological importance is of keen interest to the local planning authority. The list in Appendices 3 and 4 provides information on the buildings involved in this process. In conjunction with the Jamaica National Heritage Trust and the owners and occupiers of the building, preservation and conservation of

FIFTH SCHEDULE, *contd.*

noteworthy features and architectural detailing of structures and the continuity and character of buildings will be preserved.

POLICY GD10      The local planning authority will seek to preserve buildings of architectural and historic importance both in the long and short term and will seek the cooperation of the owners and occupiers in this regard.

POLICY GD11      In considering applications for development on or within 91 meters of sites of archaeological significance, the local planning authority will refer these to the Jamaica National Heritage Trust for comments and advice.

There are many activities which are important to the residents of the parish but at the same time can be a nuisance and have a detrimental effect on the environment. These inappropriate uses particularly in residential areas are known as “bad neighbour uses” and usually involve the breaking up, repair and spraying of motor vehicles, the storing and processing of minerals and building materials. Such uses usually have a high level of outdoor activities and should be accommodated on special sites such as those zoned for heavy industry and are far from residential areas. The local planning authority will seek to relocate or phase out such uses which will be screened and landscaped to minimize impact.

POLICY GD12      New “bad neighbour” use developments or the extension or intensification of these use outside of the designated areas will not be permitted.

POLICY GD13      “Bad neighbour” uses will be confined to the area zoned for that purpose and any such premises will be encouraged to relocate.

There are several sections of some local planning areas in St. Elizabeth that have a domestic water distribution problem and a lot of residents rely on catchment tanks for the provision of water. It does not seem as if there is a short term solution to this situation so residents will still be dependent on catchment tanks. (See Appendix 14)

POLICY GD14      Rainwater harvesting will be encouraged in residential and other developments to increase the supply of water.

POLICY GD15      New developments which are served with a piped domestic water supply system are encouraged to make provision for the use of rain water or grey water for domestic purposes including the watering of plants and gardens.

There are areas within the Development Order Area which because of poor drainage, low-lying topography and proximity to major waterways become flooded during heavy rainfall. These areas perform an important function in the control of flooding and should, therefore, be preserved and left undeveloped. New development

FIFTH SCHEDULE, *contd.*

on lands previously undeveloped or extensions to existing development will also increase run-off in an area thereby increasing the risk of flooding. These situations will be taken into consideration in the processing of development applications.

- POLICY GD16      There will be a general presumption against new developments or the intensification of existing ones in areas which are at risk from flooding, unless it can be demonstrated that this will not occur on site or any other area nearby.

## THE DESIGN OF NEW DEVELOPMENTS

The local planning authority expects that the design of new developments will be of a high standard and in keeping with the character and nature of the surrounding area. The provision and siting of facilities, the layout of building areas, including density, height, floor area ratio, setback, spacing, grouping and orientation will be considered in the grant of planning permission to ensure proper standards of design.

- POLICY GD17      New developments will only be approved by the local planning authority where the necessary infrastructure and amenities are available and conform to the policies and guidelines for such developments as set out in this Development Order.
- POLICY GD18      Planning permission will not be granted for any development which would have an adverse effect upon amenity and privacy of adjoining properties.
- POLICY GD19      All single family detached single storey residential buildings shall be required to setback a minimum of 1.5 meters from the side property boundaries or a suitable distance to be determined by the Planning Authority to the farthest projection of the building at ground level plus 0.6m per floor for building in excess of one storey.

All new developments to which the public will have access should take the needs of the disabled and others into consideration in the layout and design. The amenities provided should be such that access to other facilities can be provided without any hindrance.

- POLICY GD20      All new major developments will be required to provide safe and satisfactory on-site parking facilities with areas clearly identified for the disabled as set out in Figure 2 of this Order.
- POLICY GD21      All new shopping centres, hotels and other business used by the general public should have public sanitary convenience for the both able and disabled persons in addition to that provided for employees in accordance

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FIFTH SCHEDULE, *contd.*

with the standards set out in the Development and Investment Manual, Volume, Section 1-chapter 2.

POLICY GD22 All public buildings should be designed to allow for easy access to all disabled persons.

It is expected that new residential developments and resorts will provide safe and attractive living environments. In making applications for large scale housing developments and/or resorts such as town houses, apartments and hotels a survey plan showing existing trees and proposals for the retention or removal of trees and new planting and landscaping of the site should be submitted. It is expected that trees that are retained should be protected during and after the period of construction. Any tree destroyed during the process should be replaced.

POLICY GD23 A landscaping proposal plan is expected to accompany the submission of an application to the local planning authority for resort, residential developments including town house and apartment and no operations should take place on the site before permission is received for the application.

POLICY GD24 New developments will be expected to conserve any endemic, endangered and rare wildlife features that exist on the site and inform the Environmental Agency where appropriate.

Trees are important to the visual quality and amenity of built up areas and is a resource that needs to be protected for posterity. The local planning authority will discourage development which requires the removal of all trees. Where this is not possible it should be replaced in the new landscaping with varieties adaptable to the environment.

POLICY GD25 The local planning authority may refuse planning permission for development likely to result in damage to or the loss of trees which makes a significant contribution to character and appearance of an area except in extraordinary circumstances in which case the site would have to be landscaped to the satisfaction of the local planning authority.

In subdividing land a variety of street design and housing types and design along with the necessary open space will be encouraged. All proposals should take the physical characteristics of the site, including trees, forms of vegetation and structures in consideration as also the nature and character of adjoining development and the type of services which will be required by the developer. The convenience, amenity and safety of the community are to be of paramount consideration.



FIFTH SCHEDULE, *contd.*

- POLICY GD26 In considering sub-division applications the local planning authority will pay special attention to the design of the road network and will ensure the coordination of the sub division of contiguous properties in order to integrate road utilities and public services.
- POLICY GD27 In granting permission for the development of land due consideration will be given to the standards of amenity already established in the area and any departure to provisions which is lower will be permitted only on the merits of case.
- POLICY GD28 The land required to be set aside to meet community needs in residential subdivision should not be pieces left as unsuitable for housing development but land of appropriate dimensions, shape, slope and location in accordance with the requirements set out in Appendix 11, Residential Density, Standards and Control.
- POLICY GD29 In reserving land for open space in large subdivisions, the local planning authority will give consideration to the provision of a larger parcel on which playfields can be located rather than several small ones which can only be used for passive recreational purposes. A mixture of both may be acceptable, depending on the circumstances.

The local planning authority is concerned that land is not merely subdivided for sale of lots only but that development takes place and communities are formed. In dealing with very large subdivisions regard will be taken to the pace of development and the number of undeveloped lots in the general area and the rate of absorption. This will be necessary to ensure that development is promoted and the subdivision is not premature.

- POLICY GD30 The local planning authority will assess new subdivision applications based on needs in the area and where necessary will impose a program of phasing and seeding within a specified time before further development can take place.

A satisfactory layout and design is expected and depending on the size of the land, sewage facilities etcetera, residential densities will be used to control the amount of development that will take place to ensure that the best use of the land is achieved.

- POLICY GD31 Site development standards including density, plot coverage and other requirements will be used in accordance with Appendix 11 to guide the types of development that can take place within an area.

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FIFTH SCHEDULE, *contd.*

Roads provide the basic framework around which new neighbourhoods are developed and these have a major influence on the visual and functional character of such communities. All subdivisions must be connected to an existing network in accordance with Appendix 7 and the impact of traffic generation on the road system will be taken into account when proposals are being considered. Importance will also be given to safety and environmental factors at all times.

POLICY GD32            All new road networks will be required to be designed in accordance with the Road Schedule Guidelines in Appendix 7 to provide satisfactory vehicular entrance/exit crossover and appropriate circulation within the site.

Usually commercial development and to a limited extent office use takes place within recognized shopping areas. In large developments however, shops could be needed, as part of a residential unit or as shopping centres to serve neighbourhood needs. Irrespective of the type and size of the facility commercial development should be carefully located in relation to other developments.

POLICY GD33            In the design and location of shopping facilities access and circulation with regards to the existing road network will be controlled in order to facilitate proper functioning of the facility and protect adjacent residential properties.

Parking is an integral part of the overall Transport Policy and the requirements, standards and design criteria set out in the Appendix 8. The spaces should be located within the building line on the premises in such a manner that it will not be injurious to the amenities of adjoining premises and be accessible to the disabled. These should be landscaped, especially in commercial areas as shown in Figure 4. The bays should be practical shapes that allow for the manoeuvring of vehicles.

POLICY GD34            The provision of parking facilities will be in accordance with the requirements indicated in Appendix 8 to ensure adequate provisions of off street parking. Parking bays shall be provided in accordance with guidelines in Appendix 10 and no development will be approved that is not in conformity except in extraordinary circumstances.

Shop fronts are important visual elements in a commercial area and can contribute significantly to its attractiveness. These should be designed to enhance the location and should be adjacent to those already existing rather than being isolated.

POLICY GD35            The local planning authority will ensure that the design of shop fronts is of high standard and relate to the architectural characteristics of the area or buildings of which they form a part.

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FIFTH SCHEDULE, *contd.*

POLICY GD36      Wherever possible new shops should be located adjacent to those already existing so that greater convenience can be provided to customers.

POLICY GD37      New shop frontage to road ways will be encouraged to have continuous facades with matching canopies. Where the building is two or more floors high, the first floor is to be at the same height throughout its length where this is possible.

In some cases shops will be located adjacent to residential buildings or have residential buildings located on the top floor. Irrespective of the situation the commercial building should reflect the nature and character of a residential unit. However, the commercial entity should be identifiable.

POLICY GD38      Where shops are designed as part of or attached to a residential building the character of the host building should be maintained and while being identifiable it should not be overbearing.

New developments may take the form of infill which is the replacement of individual buildings in a housing development or the construction of buildings on vacant lots within a partially developed subdivision. Lots should be closely related to its surroundings and should be such that it enhances the appearance and character of such areas. The density should be such that the surrounding amenities are protected and in keeping with the new development.

POLICY GD39      Infill developments will be allowed on vacant lots within areas of residential subdivision where appropriate at a density not significantly higher than that existing. The form and design of the new development should normally conform to the existing buildings and the overall scale of adjoining buildings.

Developments which infringe on local views may not be acceptable by the local planning authority. The design of such buildings should always take cognizance of the surrounding areas and have regard to the amenities being enjoyed by others.

POLICY GD40      The local planning authority will normally refuse permission for any development which will have a detrimental effect on vista being enjoyed by occupiers of existing buildings whether or not these are located in close proximity.

In designing new developments public areas should be such that they look and feel safe to users. A number of measures can be taken in this regard and will also assist in the reduction of the occurrence of vandalism.

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FIFTH SCHEDULE, *contd.*

- POLICY GD41      When considering proposals for new development and changes of use the local planning authority will take into consideration the need for public safety and the prevention of vandalism and crime.

It is important that full regard be had for other safety measures especially in terms of fire and other disasters. The provision of fire hydrants and adequate water supplies in firefighting is a matter to be dealt with by developers and the authorities. The local planning authority will take this into consideration in dealing with applications.

- POLICY GD42      In dealing with new applications or proposals for change of use the local planning authority will take into consideration the need for appropriate provisions to meet the requirements of the Fire Department.

- POLICY GD43      All new subdivision development 10 lots and over shall be required to reserve a suitable lot for the storage of water for domestic purposes with firefighting capabilities.

Activities that have the potential to become a nuisance to surrounding uses or sources of pollution to the environment will not normally be supported by the local planning authority.

- POLICY GD44      When considering proposals for new development which involves the possibility of pollution or other forms of hazards the local planning authority will assess the location in relation to other development before a decision is taken.

- POLICY GD45      The disposal of waste into sinkholes and caves will not be supported by the planning authority.

Adequate provision is to be made in all new developments for waste storage and collection. Inadequately or badly located storage facilities can affect the amenity of neighbouring properties and sometimes result in health and safety problems. Waste areas should be screened to prevent tampering.

- POLICY GD46      All new developments will be required to make provision for the storage and collection of solid waste in such a manner that it is environmentally friendly.

Strategic gaps are intended to prevent the coalescence of existing local planning areas in order to retain their identifiable characteristics. This applies primarily in rural areas as well as some urban areas. Policies in rural areas will also apply to strategic gaps.

- POLICY GD47      Strategic gaps will be maintained and only in compelling circumstances will development be permitted to take place within these areas.

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FIFTH SCHEDULE, *contd.*

Rural area policies apply outside of the local planning area boundaries. However, within these areas are scattered settlements relating to agriculture and at times give the impression of built up areas. This feature can result in request for subdivision developments or the extension to buildings. These applications will be carefully considered as approval would set the precedence for other proposals which could destroy the character and appearance of the countryside.

**POLICY GD48**           Proposals for new development or extension outside the defined boundaries of the growth centres will only be permitted if the proposal is essentially rural in character and scale and would not alter the appearance of the surrounding areas.

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

**POLICY GD49**           Developments shall require disposing of storm water run-off on their own property or under the sidewalks. No permission will be given for such storm water run-off to be disposed of unto the surface of the side walk or roadway.

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

**POLICY GD50**           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.

In some areas it may be appropriate to have a mix of development. As long as the uses are compatible and will not create undue hardship to their neighbour the planning authority will give consideration to such proposals.

**POLICY GD51**           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.

It has been recognized that the demand for cemeteries (designated burial spaces) throughout the parish of St. Elizabeth is a declining resource. It is, therefore, prudent that guidelines be put in place to control the practice of home burials in the parish.

FIFTH SCHEDULE, *contd.*

POLICY GD52 Any person wishing to undertake a burial in any place throughout the parish of St. Elizabeth other than in a place designated for burial by the local planning authority must first submit an application to the St. Elizabeth Municipal Corporation for the due consideration of the Local Board of Health.

POLICY GD53 Burial requests will be denied in cases where:—

- (a) a public cemetery is available and is located within a five (5) mile radius of the proposed burial site.
- (b) where the proposed burial site is characterized by the following factors:
  - (i) A relatively high water table
  - (ii) A propensity for flooding or soil erosion
  - (i) Where a stream/river that contributes to the public water supply is located less than 60m away from the proposed burial site.
  - (ii) The proposed grave site is isolated relative to other existing graves on the same property.

## NEW SETTLEMENTS

A number of urban areas have been identified in this document as local planning areas based upon the guidelines provided by the National Settlement Strategy. These have been targeted for growth and development will be directed to them. However other centres may continue to develop in the interim and could be considered for inclusion in the revision of this Order. Analyses will be taken to ensure that such proposals are established in accordance with the policies indicated in this Order and that the unique qualities of the rural environment are protected.

POLICY GD54 The local planning authority will give due consideration to the expansion of settlements which are being established to fill special needs in the rural areas and will not in any way destroy the unique qualities of the environment.

POLICY GD55 All proposals for new settlements should include the necessary social amenities and physical infrastructure and facilities needed for residents.

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FIFTH SCHEDULE, *contd.*

New Settlements should not be dependent on existing Parish Council's roads for direct access to buildings but should have their own independent service road system. These should be connected to other roads in the hierarchical system to provide access to outside linkages.

POLICY GD56 All new settlements should be served by its own system of roadways with access onto a main thoroughfare through which transportation links can be made with other areas of the parish.

Generally it is expected that roads and amenities in new settlements will conform to the requirements and guidelines set out in this Order. This is important to ensure that proper development standards are met to safe guard the amenities of the residents.

POLICY GD57 The subdivision of lands for new settlements will be guided by the relevant General and Housing Policies and the other guidelines and requirements in the Appendix 11.

There are several well established communities scattered throughout the parish which either because of size or isolation cannot be considered as local planning areas. Some of these may be located in areas which do not have any specific land use proposals or are shown as rural development areas on the land use proposal map. Where these situations occur, whether in villages or local planning areas, it is intended to assess these centres for future residential and other developments. However, such lands should be kept in the existing use or agriculture until required for development. This would however, be dependent upon the various services and amenities being available.

POLICY GD58 Planning permission for all new housing developments will normally be granted if satisfactory provision has been made for access to appropriate local facilities and services to meet the needs of the population.

## ENERGY GENERATION

The parish of St. Elizabeth relies mainly on the national grid for electricity supply. However, activities requiring the minimum use of electricity should be encouraged. Scattered settlement patterns should be avoided so that this service can be concentrated in specific communities to reduce development costs.

POLICY GD59 The planning authority will encourage the concentration of developments rather than dispersion in an effort to reduce the cost of the provision of electricity services.

POLICY GD60 The planning authority will allow the creation of bio-gas projects to be included in commercial, residential and industrial developments.

FIFTH SCHEDULE, *contd.*

- POLICY GD61 The planning authority will ensure that the design of new buildings take into consideration energy conservation techniques.
- POLICY GD62 Where wind energy development can take place, developers are required to seek planning permission from the planning authority.

## COASTAL DEVELOPMENT

The coastal section of the Order Area is very unique and dynamic in its natural state. The coastline boasts several beaches, small fishing villages and sandy shores hidden among the rocks. There are significant areas that need to be preserved due to the terrain and/or natural features such as estuaries, marshlands and swamplands. Consequently planning standards are necessary to regulate development in the area.

The coastal landscape (see land use proposal map) is varied in different areas, depending on the physical characteristics that exist. In all instances its boundary is the mean low water mark in the seaward direction and the edge of development or roadway in the landward direction.

These policies will be dealt with under three headings.

*Undeveloped Coast*

The undeveloped coastline should be conserved for its landscape and natural conservation value. Planned development may occur in due course but during the interim the local planning authority will safeguard the area from unplanned development.

- POLICY GD UC1 Development proposals for the undeveloped coast may be considered where it can be demonstrated that no other suitable site exists elsewhere and that the activity is compatible to the undeveloped coast.

Regard will be paid to the visual and physical impact of coastal developments particularly due to its scenic value and natural significance. Conditions of approval will be imposed on developments so as to minimize any adverse impact on the environment.

- POLICY GD UC2 Where the local planning authority grants permission for development it will ensure that the design is of a high standard and that important scenic views of the sea are preserved.

Properties that abut beaches identified along the coastline may be developed to the degree that ensures their usefulness and safety without destroying their natural beauty. A list of beaches is indicated in Appendix 5.

- POLICY GD UC3 The development of beaches along the undeveloped coast may be developed to a degree that will ensure



FIFTH SCHEDULE, *contd.*

usefulness and safety without impairing the natural endowment.

The effects of climate change are evident within the development order area. It is prudent that policies and strategies are developed and implemented to mitigate against impacts.

- POLICY GD UC 4      The local planning authority in dealing with development applications will institute strategies to mitigate against the effects of climate change such as storm surges and erosion within the coastal area.

*Developed and Partially Developed Coast*

The developed and partially developed coasts are areas in which development has already taken place but vacant lots still exist. Proposed developments within this area should be cognizant of those existing and should conform with these standards.

- POLICY GD DC1      The height of proposed new resort buildings on Crane Road is normally not to exceed two (2) storeys and should be arranged in clusters, to ensure an unobstructed view of the sea and public access to the beaches.

The density of development is a major factor in setting limits to intrusions into the natural environment. Densities along the coastal section of the Order Area will remain low as developable lands are limited by geophysical features. In calculating densities for new hotel developments along this stretch of the coast the principle of foot print, plot ratio, and height will be applied. These terms are defined in the glossary and will be used to assess the intensity of allowable development. Habitable rooms per hectare will continue to be used for apartment and townhouse developments.

- POLICY GD DC2      Densities on vacant or totally undeveloped lots along the seaward side of the main road should have a footprint not exceeding the range of 33 1/3 % -40% of the site, a height of not more than 3 floors, an open land space of 60%-66 2/3% and a plot ratio in the range of 0.8:1 to a maximum of 1:1 calculated on the entire lot whether or not it extends across the road.

- POLICY GD DC3      Where a lot extends from the seaward side of the main road to the landward side of the main road and the density is calculated over the whole lot the planning authority will allow the total development to take place, where possible, on the seaward side while the landward side shall remain for recreational purposes.

- POLICY GD DC4      Densities along the seaward side of the main road at Crane Road and Parottee Road shall be a maximum of

FIFTH SCHEDULE, *contd.*

thirty seven habitable rooms per hectare (37 hr/h) (15 habitable rooms per acre) calculated on the entire lot whether or not it extends across the road.

The landward side of the Parottee Road from the roundabout where it intersects with Crane Road is an important component of the eco-system of the Great Morass. This area shall remain in its natural state as far as possible and no development will be done which will result in irreversible damage to this area between the wetland and the sea. Only “limited development” will be permitted here on lots originating on the landward side of the road.

POLICY GD DC5      The planning authority will approve single family development not exceeding two floors in height with a ground coverage not exceeding ten percent (10%) and with adequate setbacks on existing lots originating on the landward side of the main road.

POLICY GD DC6      Resort developments will be permitted by the planning authority on lots originating on the landward side of the main road at a maximum density of twenty-five habitable rooms per hectare (25 hr/h) (10 h.r.a) on lots of a minimum size of 0.4 ha. Such developments shall have adequate setbacks, be two (2) storeys in height, (ground plus one) and shall not exceed ten percent (10%) of site coverage.

POLICY GD DC7      No development will be permitted by the planning authority within a distance of thirty and one half metres (30.5m) from the edge of the morass.

POLICY GD DC8      The planning authority will require that a minimum of sixty per cent of the existing tree coverage on all lots being developed on the landward side be retained. Trees that are removed should be replanted in a suitable location.

POLICY GD DC9      The planning authority will not approve the erection of any permanent structure, fences, or obstructions within 45.75 metres of the high water mark.

*General Coastal Development*

These consist of policies that can apply generally along the coast whether or not the development proposals fall into the two previous categories.

The general intention is to preserve the unique landscape of the coastal areas within the Order Area. New development should not compromise the existing

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FIFTH SCHEDULE, *contd.*

landscape setting, and due respect should be given to its unique character. Major visual corridors in and around these areas should be maintained. Building, siting, design and landscaping should be such that clear visual corridors of the sea are maintained at all times. The setback from property boundaries and the height of buildings are important considerations in achieving this objective. Buildings should not be obtrusive and the architectural expression should be low keyed. Commercial activities servicing the resort will only be allowed in resort and hotel facilities and are included in the development.

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| POLICY GD CD1 | The setback of buildings from side property boundaries shall be determined by height and density and shall not be less than 4.6 metres for single storey building.                                    |
| POLICY GD CD2 | The setback of buildings from the high water mark in area where this has not been indicated in the policies should be in accordance with Figure 5.  |
| POLICY GD CD3 | The local planning authority will not grant permission for any development on land adjacent to the line of high water mark which would preclude the general public access to and along the foreshore. |
| POLICY GD CD4 | Buildings and structures shall be located in such a way which would avoid any adverse effect on the general character of the existing coastline.  |

The scenic value of the area's coastline, demands that great care be taken to ensure that development is compatible with the environment and will in no way significantly affect the vegetation. Design should be such that there will be very little alteration to significant stands of vegetation.

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| POLICY GD CD5 | 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.   |
| POLICY GD CD6 | Only those forms of development which will not result in any significant alteration to the existing topography or reduction in significant stands of vegetation will be permitted by the planning authority.  |
| POLICY GD CD7 | No development will be allowed in wooded areas which would adversely affect the homogeneity or integrity of these areas. Developments should be sensitive to the ecology of the area, and be in a manner and scale which is in harmony with and/or enhances the character of the coastal environment. |

FIFTH SCHEDULE, *contd.*

The coastal area and coastal waters are to be protected against pollution by controlling of adjoining developments, the effluent from which might be harmful to the marine area, irrespective of how it reaches the coast. Development proposals are to be examined with regard to prevention and/or control of pollution particularly in the most sensitive areas along the coast.

POLICY GD CD8 Development along the coast will only be allowed by the local planning authority if such proposals would not be detrimental to the environmental quality of the surrounding areas.

*Overwater Structure Development*

An Overwater Structure is defined as a whole constructed unit suspended above the surface of a water body. The following are general guidelines for the development of overwater structures intended to provide guidance for developments/project proponents from the project concept phase. Detailed and specific conditions and guidelines will be provided on a case-by-case basis as part of the development application's review process. These guidelines, while being flexible, are intended to ensure that planning takes place in a sustainable and harmonious manner, and that marine resources are protected from construction and operation-related activities.

POLICY SP OWS1 The developer of any overwater structure must obtain the necessary licence and permit from the Natural Resources Conservation Authority (NRCA) and the required planning approval from the planning authorities before proceeding with the development.

POLICY SP OWS2 The development of overwater structures will not be permitted in the following areas:

- (a) Areas within 100m from a coral reef;
- (b) Declared public, bathing and fishing beaches;
- (c) Fish sanctuaries;
- (d) Marine protected areas;
- (e) Navigational channels;
- (f) Within 100m of river mouths and drainage features;
- (g) Areas within 30 in of mangroves and riparian forest;
- (h) Exposed and high energy coast line;
- (i) Within 30m of underwater infrastructure e.g. cables and pipelines;

FIFTH SCHEDULE, *contd.*

- (j) Proposed development areas with 30% or more of sea grass coverage.

POLICY SP OWS3	The location of an overwater structure must not conflict with zoning objectives, Conservation Management Plans, or other management measures within a zoned area.
POLICY SP OWS4	All potential developments will require an Environmental Impact Assessment (EIA). The Terms of Reference of the EIA will address concerns specific to the development and must be approved by the National Environment and Planning Agency (NEPA).
POLICY SP OWS5	The design and outlay of the overwater structure must be such that it blends with the natural surroundings and maintain as much as possible a tropical look and should be of "Green Buildings" standard (Passive Climatic Design).
POLICY SP OWS6	All developments on the seafront property will be required to leave as land reservation an area of usable land equivalent to or larger than the area of the footprint of the overwater structures to be located on the sea front property.
POLICY SP OWS7	Only a maximum of 20% of the total length of sea frontage will be permitted for overwater structures; and, the footprint of the overwater structures area shall not exceed 20% of the developer's property.

## 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. Elizabeth are controlled. Special attention will be given to, access to, and egress from roads and the relation of these to traffic intersections, the design, appearance and location on the site of buildings and ancillaries, the location of the proposed site in relation to existing or proposed development and the planting and protection of grass, trees and shrubs.

POLICY GD PFS1	Filling stations will not normally be permitted close together on one side of any road unless there is similar provision on the other side sufficient to reduce traffic crossing.
POLICY GD PFS2	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.

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FIFTH SCHEDULE, *contd.*

- POLICY GD PFS3      The layout and design of all filling stations should be in accordance with the guidelines in Appendix 9.

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

- POLICY GD PFS4      Permission will only be given for new stations where there will be no significant adverse effect on the amenity and environment of nearby occupiers, traffic levels on residential roads, nor risk to public safety.

- POLICY GD PFS5      Developments which are not sensitively designed and integrated with surrounding areas will not be given planning permission.

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

- POLICY GD PFS6      “Vapour recovery pumps” should be installed in all new PFS where the petrol being dispensed contains benzene.

## CONTROL OF ADVERTISEMENT

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

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

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

- POLICY CA 1          When considering proposals for the display of advertisements the planning authorities will take into consideration:

- (i) whether it is an appropriate location given the character and appearance of the surrounding area

FIFTH SCHEDULE, *contd.*

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

## POLICY CA 2

The planning authorities' decision in dealing with advertisements will be influenced by the Advertisement Regulations 1978 and the guidelines as set out in Appendix 18 of this document.

## RURAL AREA POLICIES

The parish of St. Elizabeth has a unique topography. There are predominantly flat lands in the interior sections and hilly lands towards the northern and southern sections. Rural economic livelihoods are supported mainly by jobs in the agricultural and manufacturing sectors.

## POLICY RAP 1

Proposals for development including the release of good agricultural lands will only be permitted in exceptional circumstances while those involving land of moderate or poor quality will be permitted unless the cessation of agricultural use would prejudice the viability of local farms.

Proposals which would bring about the loss of agricultural land will not be supported unless it can be demonstrated that there is a particular need for the development and no available site of lower grade exists and would not result in the fragmentation of a farm holding threatening its continual viability.

## POLICY RAP 2

Proposals which would cause a loss of agricultural land or reduce the potential of such land will not be supported unless it overrides agricultural considerations and no alternative site is available.

## POLICY RAP 3

Lands which are highly suitable for agricultural purposes will be preserved for that use and other types of subdivision of such land will not be entertained.

The reuse of redundant farm buildings in rural areas can aid in the diversification of farm businesses which can contribute to the economic development of the parish. Business uses, guest houses and other suitable holiday accommodations will be restricted to extensions and small scale developments on existing sites such as redundant farm buildings.

FIFTH SCHEDULE, *contd.*

POLICY RAP 4	New recreation, educational and tourist related businesses in rural areas will normally be acceptable within redundant farm and institutional buildings provided that the change of use would conserve its character, appearance, fabric and setting and would not be detrimental to the character of the countryside.
POLICY RAP 5	Extensions to existing buildings in the countryside to accommodate guest houses, bed and breakfast and self-catering accommodation will normally be acceptable provided that access is suitable and the proposal can be implemented with no adverse effect on the character of the building and its locality.
POLICY RAP 6	Development related to the agricultural industry, but not part of a farm business which will be intrusive in the countryside by reasons of scale and character will only be permitted if it can be shown that the site chosen is the best available and the design and landscape treatment are of a high standard.

To promote sustainable patterns of development and make better use of land the focus for additional housing units will be in the local planning areas. Although a number of these centres have been identified in the Order Area there are areas outside of these where housing developments are required to satisfy special local needs. In such situations the local planning authority will give due consideration to such application. If permission is granted such developments should be in sympathy with the existing surrounding areas.

POLICY RAP 7	New housing development in rural areas will be restricted to the existing built confines of villages and settlements where amenities are available except in situations where it could be easily linked with other existing developments.
POLICY RAP 8	Housing development to satisfy genuine local needs outside of local planning areas will be supported if the local planning authority is satisfied that there is a demand and the development will not conflict with any policies for the area.
POLICY RAP 9	All developments in rural areas should be well designed, be in keeping with its location and be sensitive to the character of the country side.

Some uses do not rely on the quality of agricultural land and are not necessarily related to the efficient and effective operation of the agricultural holding. These will not be treated any differently from any other forms of development especially where they could lead to the division of a farm unit and jeopardize the remaining agricultural land.



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FIFTH SCHEDULE, *contd.*

- POLICY RAP 10      Agricultural or horticultural developments which are not dependent on the agricultural capability of land will only be permitted if this would not result in further subdivision of the land.

Some agricultural activities do not require planning permission and are deemed permitted development in the Order. However, it is important that these are sited and designed to prevent conflicts with other countryside interests.

- POLICY RAP 11      Development essential to agricultural production will normally be permitted in the rural area provided that there is no conflict with other countryside resource and no adverse impact on the appearance of the surrounding areas.

At times people are desirous of constructing new homes in isolated sections of the rural areas. This acts as a catalyst for other developments setting a chain reaction which can end in a new village without any form of infrastructure. Where this is a one off situation such as the need for a worker or owner to live permanently or near his place of work justification will be required for the granting of planning permission. In all situations the economic viability of the farm will be paramount in assessing the application.

- POLICY RAP 12      Agriculture dwellings will not be allowed in isolated areas except where it is necessary that a farm worker or the owner be accommodated on the holding and where it is an economically viable farming unit.

The demand for land for recreational and leisure use sometimes range from small areas for playfields to intensive areas such as sport areas. These should not only be compatible with the surrounding but in the long run consolidate the strategic gap between centres.

- POLICY RAP 13      Proposals for recreational development in rural areas will normally be permitted on sites with easy access to population centres and where roads are adequate to carry additional traffic.

- POLICY RAP 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.

Conserving the productive land resources of the parish implies maintaining a prosperous farming industry and rural area. Planning policies can impinge on farming with disastrous effect as the decision on whether or not land is to be taken out of agriculture. It is the result of such actions in agricultural production that will have to be considered.

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FIFTH SCHEDULE, *contd.*

## POLICY RAP 15

The local planning authority will attach major importance to the need to safeguard agricultural production in all decisions concerned with development in the countryside and refuse planning permission for development involving the subdivision of agricultural land into unproductive units.

The erection of almost any building prejudices the use of the land for agriculture as material is left in the ground even if the superstructure is removed. Some types of agriculture involve intensive development requiring large buildings. The siting of these requires particular care to ensure there is no adverse effect on agricultural land and farming.

## POLICY RAP 16

Any development in the countryside (including agriculture for which permission is needed) will be required to be sited and designed in such a way that any adverse impact on farming, the landscape, archaeological sites, historic features, mineral extraction or public enjoyment of the country side is kept to a minimum.

It is not unusual for an area to appear as if it is developed because of the number of buildings located near to each other. This sometimes results in pressure being applied for additional development in these locations. In such situations the application will have to be assessed against the character and appearance of the rural area and the impact of such development on the environment. The setting of precedents will also have to be considered as this could lead to uncontrolled development of the area.

## POLICY RAP 17

Proposals for new residential development outside of the local planning areas (and rural settlement nodes) 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.

In some rural communities residents may find it difficult to use services in the built-up areas such as child care facilities. These should however be located near to or within existing villages where access is readily available by walking or other modes of transportation.

## POLICY RAP 18

Permission will be granted for the establishment of small scale social facilities to meet community needs (outside of growth centres).

The agricultural success of the farmers in the rural areas will depend on the extent to which their produce can be sold. Currently the Santa Cruz Market serves as a central point for the sale of goods and is overcrowded. A method of distribution could be through the establishment of shops in strategic locations which would facilitate the sale of all agricultural produce.

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FIFTH SCHEDULE, *contd.*

- POLICY RAP 19      Permission will normally be granted for farm shops which are proven to be necessary for the sale and distribution of produce of local farmers.

Many non-commercial activities are located within the rural areas outside of growth centres. Occasionally the owners may wish to change the use or redevelop these for other purposes. Any such proposal must respect the open nature of the areas in which located.

- POLICY RAP 20      Proposals for the alteration or change of use of existing commercial buildings in rural areas outside of a growth centre will be permitted if the development maintains the existing landscape setting, character and original building scale.

Where it is necessary to preserve buildings of historical and architectural importance or buildings with special features, conversion to other uses may be allowed. This would relate specifically to farm or estate houses that have been abandoned.

- POLICY RAP 21      The conservation of buildings of historic or architectural importance to provide accommodation for new business services will be permitted if this is necessary to preserve the life of the building.

- POLICY RAP 22      Recreational, educational and tourist related activities such as restaurants will normally be acceptable within redundant farm buildings, provided that the character and use would not be detrimental to the rural area.

Sometimes an area may appear to be developed because of the number of buildings existing at that location. As a result pressure to approve other buildings in the area. However this has to be viewed against the background of the character and appearance of the countryside and the potential for setting precedents.

- POLICY RAP 23      Small scale businesses such as craft centres, souvenir shops etcetera will be allowed in and adjoining the built up areas of villages and small towns where appropriate to the scale of the settlement and would not be detrimental to the amenity and character of the area.

Mining is an important economic activity within the Order Area and, therefore, minerals have to be protected so that the resource can be exploited when needed. The parish has large reserves of bauxite, Jamaica's major mineral source. Majority of these areas are located in the southern region of the Order Area. Measures will, therefore, have to be taken to ensure that there is minimal impact on the environment during and after extraction.

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FIFTH SCHEDULE, *contd.*

POLICY RAP 24	The operators of quarries or other mineral extraction activities will be required to restore the land to a condition satisfactory to the local planning authority in the shortest possible time after completion of the operation.
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## SECTION II—LOCAL PLANNING AREAS

This part of the Order presents the principles, objectives and policies that are applicable throughout the Local Planning Areas regardless of the land use designation, unless otherwise indicated. It should be read in conjunction with the other parts of this Order. The document should therefore be read as a whole.

These Local Planning Areas are regarded as Growth Centres, which based upon specific spatial criteria help government to identify where growth and development should occur in a sustainably sound manner in the parish. Government agencies will direct their resources to these towns rather than creating new ones which will need infrastructure thereby saving resources.

These areas are dynamic and efficient centres that have a core of commercial and residential developments with natural and built landmarks and boundaries that provide a sense of place. The intention is for the areas to be supported by not only public but private investments as well as social and infrastructural facilities and economic activities which will be in easy reach of the population notwithstanding the stamen above. It may be necessary in some instances to provide new infrastructure or extending existing ones to support compact growth.

The Local Planning Areas or Growth Centres with their mix of land uses within their boundaries are expected to be used for urban purposes only. However where an agro industry exists, the source of raw material if located in the area will be protected over the life of that industry. Lands outside the urban boundary will continue in agriculture and urban development will not be allowed in these areas under normal circumstances. However lands within the area will continue in agriculture or such other non-urban activity until needed for urban development at which time it will be released in an orderly and progressive fashion unless circumstances dictate otherwise.

However, where the land is being used for housing construction there should be flexibility in the type of development that can take place in all spectrum of the market. While lot sizes in the urban areas will satisfy most home seekers, there is a need to diversify their size and activities in these suburban areas. Larger lots reflecting a homestead type development could be allowed to satisfy owners such as retirees who enjoy or undertake activities in keeping with their lifestyles and those who are interested in doing subsistence farming.

This is significant as some residents in the suburban areas like to seek out an existence through subsistence farming and these lot sizes would contribute to such activities.

FIFTH SCHEDULE, *contd.*

Based on the foregoing, the following policies will be applicable in all Local Planning Areas:

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| POLICY LPA 1 | The local planning authority will support the of lands in suburban sections of Planning Areas into larger or homestead type lots as supplement to those in the urban areas to accommodate individuals who are desirous of living on large lots.  |
| POLICY LPA 2 | Building and structures for the accommodation of livestock will not normally be permitted where residential amenity and/or environmental quality would be adversely affected or significantly compromised. Special attention will also be paid to the impact of agricultural development on heritage and historic environment. |

## BLACK RIVER LOCAL PLANNING AREA

*Background*

Black River is the capital and administrative centre of St. Elizabeth. It is defined as a regional centre in the Settlement Strategy of the National Physical Plan 1998. This local planning area is located at the mouth of the Black River in western St. Elizabeth on relatively flat lands which extends from Luana in the north to Black River Bay and the Caribbean Sea in the south, Hodges in the west and the Great Morass in the east. Black River is characterised by numerous historical sites and stately homes.

The town continues to be the administrative centre for the parish, however, there has been reduced economic activity as other local planning areas, such as Santa Cruz has grown and now has a wide array of retail facilities.

Black River Local Planning Area encompasses approximately 13,843,234 square metres (1384.3 hectares) of land. Middle Quarters, which is located approximately 3km to the north east is the nearest local planning area.

The 2011 Population Census (Statin) revealed that Black River had an increase in population during the last intercensal period of 2001-2011, with a growth rate of 2.66% per annum, resulting in an increased population 4,095 in 2001 to 5,325 in 2011. The dependency ratio was 54.2%. The population is projected to reach 6,925 in 2021 and 8,771 by 2030.

## TRANSPORTATION AND TRAFFIC

*Road Network*

The town has a well-established network of roadways. Class B roads traverse sections of the local area and other parishes carrying high volumes of traffic. Access to major settlements is via secondary or parochial roads which radiate from the major roads and conditions range from fair to poor.

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FIFTH SCHEDULE, *contd.*

The roads within the core of the town, which interconnect between School Street and Market Street, have a compact grid layout, with limited sidewalk provisions, particularly as buildings and boundary walls are generally onto the road reservation. These roads carry large volumes of vehicular traffic and pedestrians (including the disabled) to access businesses and social services. The limited provisions of sidewalks are in disrepair, lay-bys and parking in this area contributes significantly to congestion and hazards. Hence, there is a need for the improvement of road facilities in the core to safely accommodate the movement of all road users.

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| POLICY BR T1 | To facilitate the safer movement of all road users, the local planning authority will seek to ensure that all new developments are appropriately setback from the centre line of the road as stipulated by the National Works Agency.   |
| POLICY BR T2 | Maintenance and improvements to the main and other roads will be supported by the local planning authority in order to ensure flow in the movement of traffic throughout the local planning area.   |
| POLICY BR T3 | The local planning authority will ensure that where appropriate, rehabilitation or construction of new roads within the local planning area will include provisions for sidewalks with ramps, lay-bys or cycle paths that can be accessed and used by all road users, including the disabled. |

*Vehicle Parking*

Provisions for parking at commercial facilities within the core are lacking both in terms of onsite or alternative areas offsite. Vehicles, therefore, park along the street, particularly along sections of High Street, North Street and Market Street. This results in congestion and chaos for pedestrians who sometimes have to walk in the roadway thereby obstructing the free movement of vehicles. Proper parking provisions are critical to allow for the free movement of all road users, particularly those with special needs. All parking standards should be in accordance with Appendices 8 and 10 and Figures 2, 3 and 4 of this Order.

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| POLICY BR T4 | All new developments and extensions shall be required to satisfy parking on site in accordance with the requirements (Appendices 8 and 10 and Figure 2), unless such requirements can be satisfied at an adjacent site to the satisfaction of the Planning Authorities. |
| POLICY BR T5 | All new developments having outdoor parking lots shall make use of green and or permeable parking surface techniques.   |

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FIFTH SCHEDULE, *contd.*

There are limited spaces for on street parking in the vicinity of the Police Station. However, this should be regulated by the relevant authorities.

POLICY BR T6            On street parking will be allowed where appropriate in areas which do not affect the free flow of traffic and is not detrimental to pedestrians and other road users.

*Public Transportation*

Black River serves as one of the major transport hubs for the parish and the western region. High Street within the core of the town has the greatest level of pedestrian and motor vehicle movements. Other such areas include Market Street. Congestion in these areas is further exacerbated by taxis arbitrarily letting down and picking up commuters. The area now being used to house vendors was formerly designated as the public transportation facility. Consequently the taxis park along the roadway or in an area by the supermarket adjacent to the St. John's Anglican Church.

In order to reduce congestion and provide an organized collection point, it is important that a safe and appropriate facility be established to meet the needs of public carriers and commuters including the disabled community.

POLICY BR T7            The local planning authority will seek to establish a public transportation centre with the requisite amenities at an appropriate location and scale within the urban core to serve all members of the public utilizing the facility.

HOUSING

STATIN 2011 data indicates that there are approximately 1600 housing units in Black River Local Planning Area. The housing units are predominantly single family detached concrete structures in relatively good condition.

Black River's population density was approximately 1.9 persons per hectare. Using an average size of 3.1 persons per dwelling, there was a deficit of 141 housing units in the capital. Based on the population growth rate of 2.7% over the intercensal period, the population density would increase to 6.35 persons per hectare by 2030. Applying the standard of a minimum lot size of 0.06 hectares for single family houses (with onsite sewerage), approximately 158.4 hectares of land or 2830 housing units would be required to satisfy the housing needs of the local planning area by 2030 and this can be adequately met.

Most of the existing communities have access to basic services; however there is an abundance of vacant lots in residential subdivisions in Luana and southern Hodges. Hence, infilling should be encouraged in these areas to lessen the demand for land requiring new infrastructural development.

POLICY BR H1            Residential developments will be encouraged in areas identified for that purpose on Map Inset Nos. 1 and 1.1

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FIFTH SCHEDULE, *contd.*

with lots being a minimum size of 0.06 hectares (with onsite sewerage) or in accordance with the existing standards in the locality.

Multifamily residential units are not a common feature in this local planning area. However increasing densities is a strategy that may be used to revitalize communities, optimize the use of limited land area, and facilitate increased opportunity for all income groups to access suitable housing. In cognizance of the value of maintaining the character of the rural setting, multi-family developments does not necessarily have to be multi-storey but instead may also be established by way of duplexes on lots. This will be encouraged in residential areas on lands that have the capacity to accommodate such development at an appropriate scale and in keeping with the character of the area.

POLICY BR H2      In order to satisfy housing demand for all income groups a mixture of housing solutions will be encouraged in large scale developments.

POLICY BR H3      The following density ranges shall apply across the local planning area and may be varied by the Planning Authority based on the existing physical conditions in the area.

- a.      Density shall not exceed 250 habitable rooms per hectare (100 habitable rooms per acre) as indicated on Figure 1, with building heights not exceeding six (6) floors.
- a.      Density shall not exceed 125 habitable rooms per hectare (50 habitable rooms per acre) as indicated on Figure 1, with building heights not exceeding four (4) floors.
- c.      Density shall not exceed 75 habitable rooms per hectare (50 habitable rooms per acre) as indicated on Figure 1, with building heights not exceeding two (2) floors.

New residential development proposals should be sympathetic to the nature and character of the existing surroundings and should also respect the privacy of existing residents.

POLICY BR H4      Minimum setbacks from property boundaries for apartment/townhouse development:

- i.      1.5m from the sides per floor up to a maximum of 4.5 metres.
- ii.     1.5m from the rear per floor up to three (3) floors.



FIFTH SCHEDULE, *contd.*

- iii. the front boundary should be in keeping with the existing building line or as stipulated by the local authority.

**POLICY BR H5** The local planning authority will ensure that the nature and character of new housing development proposals are in keeping with the existing surroundings and are adequately setback from property boundaries as set out in Appendix 11.

Due to the constraints of the topography, communities in sections of Hodges, Lower Works, the south eastern section of the town and Crane Road are frequently affected by flooding during periods of heavy rains, while Lower Works is said to be grossly affected by flooding arising from blocked sinkholes. It is imperative that existing flood risks are either reduced or addressed so that new developments do not individually or cumulatively increase flood risks. Hence, appropriate structural measures, to effectively address surface water drainage and the cumulative impact of altered drainage patterns, particularly housing in these sensitive areas should be implemented.

Development policies dealing with flooding need to recognize the uncertainties inherent in the prediction of flooding and the fact that flood risk is expected to increase as a result of climate change.

**POLICY BR H6** The Planning Authority will normally support development of suitable land for residential developments in areas identified for this purpose, where the necessary infrastructure and amenities are available or can be provided in a reasonable time.

**POLICY BR H7** The local planning authority will not support development in flood prone areas except where the necessary infrastructure is in place.

## SOCIAL AMENITIES

Available amenities contribute to an area resulting in an attractive place to live and work; as well as playing a pivotal role in improving the quality of life thereby promoting social cohesion.

Black River has the requisite social facilities required of a main urban area. However in some instances these are inadequate. Existing facilities include a hospital, several educational facilities and churches, library, post office, fire station, police station and a market. Policies BR SA1 and BR SA2 will apply throughout the area with regards to the protection of all the social amenities provided or planned for the residents of Black River and surrounding areas.

**POLICY BR SA1** Developments that would decrease or eliminate any of the social facilities in the Black River Local Planning Area will not be supported unless being replaced with a similar facility of equal or greater stature in the locality.

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FIFTH SCHEDULE, *contd.*

- POLICY BR SA2      The local planning authority will support the expansion, upgrading and maintenance of all social facilities or the establishment of new ones to adequately serve the needs of the local population.

*Recreation and Open Space*

Organized public open space is limited in the local planning area. Independence Park, which is located on Central Street owned and managed by the local authority, is currently used for the hosting of sports, civic and entertainment events. The community of New Town has a multipurpose community centre and sports complex which serves the SDC/Heart/NTA Hospitality Training Centre and a basic school. These facilities will be preserved and used by the residents of the local planning area.

- POLICY BR SA3      The Independence Park shall be developed as a multipurpose facility to meet the recreational needs of the parish and the option of providing educational programmes.

Throughout the local planning area some existing subdivisions with open space reservations are undeveloped. In these instances the local planning authority may assist with improving the amenity spaces or may hand over to residents in the development for the needs of the community.

- POLICY BR SA4      The Planning Authority will seek to ensure that undeveloped open spaces in residential subdivisions are handed over to the lot owners for development and maintenance on their own initiative.

- POLICY BR SA5      Designated open spaces in residential new housing developments must be usable and shall be landscaped and/or developed for passive/active recreational purposes by the developer at the time the development is being implemented.

*Educational and Institutional*

The area is well served by several educational facilities ranging from basic to vocational. With the exception of Black River Primary, High and the Vocational Training Centre, which currently exceed capacity, other facilities have enrollments at/or below capacity. The schools should be maintained or upgraded as deemed necessary.

The Black River Hospital is a major Type C health care facility serving the local area and the western region of the island. The hospital is located on the western side of the town in a historic building, which was firstly used as a barracks for soldiers and thereafter housed Munro College for boys. Except for the addition of a morgue, casualty department and a staff residence, the hospital has not had any

FIFTH SCHEDULE, *contd.*

major physical refurbishing. The structure is now ancient and is being protected by the Jamaica National Heritage Trust. There are issues regarding the maintenance of this facility and the relevant authorities should ensure that this essential service is preserved, enhanced and maintained to serve the needs of the region.

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| POLICY BR SA6 | The local planning authority will support the upgrading and refurbishing of educational and institutional facilities by the relevant agencies within the local planning area.  |
| POLICY BR SA7 | Developments which would result in the reduction of the available educational facilities will not be encouraged unless provisions can be made elsewhere to offset any loss which would result from such development. |
| POLICY BR SA8 | The local planning authority will assist in identifying suitable lands within the local planning area for the establishment of additional educational and institutional facilities as the need arises.               |
| POLICY BR SA9 | Building heights for schools and churches shall not exceed three and two storeys, respectively.  |

*Cemeteries*

Black River has one public cemetery which is managed and maintained by the Municipal Corporation. It is located at Logwood, in the south eastern section of the town. The cemetery has almost reached its capacity and hence suitable lands will now need to be identified for a new public cemetery. Lands have been identified at Luana in the north east section of the local planning area to satisfy this communal need.

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| POLICY BR SA10 | The local planning authority will ensure that lands identified at Luana for the establishment of a cemetery be appropriately developed for the purpose to satisfy the needs of Black River Planning Area and Environs. |
| POLICY BR SA11 | The local planning authority will support the use of crematoria and other approved interment options provided that the relevant planning, health and environmental standards are met.                                  |

## URBAN ECONOMY

The level of economic activities in the local planning area has been vastly reduced from its formative years. However, it still provides vital administrative services as the capital of the parish and has a good mix of retail, commercial, offices, eco-tourism, and limited industrial and agro-processing activities.

Sections of the capital, particularly, High Street and North Street still have what was commonly known as merchant town houses, whereby the ground floor of these buildings were used for commercial purposes while the second floor was for

FIFTH SCHEDULE, *contd.*

residential purposes. Small scale commercial activities can also be found in communities throughout the local planning area.

POLICY BR UE1 The local planning authority will allow a mix of uses in areas where this can be appropriately scaled and not be in conflict with the existing area.

POLICY BR UE2 For commercial and office uses, the following standards shall apply:

- (i) Buildings shall not normally exceed two (2) storeys in height. However, the authorities may consider a height of three (3) storeys in exceptional circumstances.
- (ii) Buildings should adhere to a floor area ratio of 0.5
- (iii) Plot coverage not exceeding  $33\frac{1}{3}\%$

POLICY BR UE3 The local planning authority will be minded to support the establishment of agro-industrial developments at suitable locations where it is ancillary to the surrounding uses in an attempt to broaden the economic base of the area.

Outside of the urban core there are a few shops along some main roads at small commercial nodes or corner shops in some communities. The need for these facilities will be assessed on an individual basis as the need arises.

POLICY BR UE4 The Planning Authority will consider applications for shops or other service facilities outside of designated areas on an individual basis and will be minded to support such a proposal where it is essential to meet the needs of the community.

POLICY BR UE5 Commercial developments within residential areas will be ancillary to the residential use being contemplated for the land.

POLICY BR UE6 Developments open to the public or used for employment or educational purposes will not be permitted unless adequate access and facilities are provided for all people with disabilities.

## SUB-URBAN ECONOMY

Agriculture by way of livestock rearing and fishing are also main features of the local planning area's economy. Pasture is the dominant use of agricultural lands in Black River and dominates a large section of Hodges where cattle rearing is done

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FIFTH SCHEDULE, *contd.*

on a large scale. A major pasture is also in Spring Park, which operates as a stud farm.

POLICY BR SUE1      Development which will cause a loss of productive agricultural land will not be permitted unless the need for such development is imperative to the health and welfare of the community and cannot be sited elsewhere.

The local planning area still supports a fishing and shrimp industry, however, poor fishing practices and degradation of the wetland appears to be affecting the industry. It is important that the relevant authorities establish measures to protect and sustain the base of this industry. Additionally, cottage type industrial activities will be supported when appropriately scaled and befitting the character of the village setting.

POLICY BR SUE2      The local planning authority will support the establishment of protected areas for fishing areas regulated by seasonal and zonal restrictions by the relevant authorities to enable the rejuvenation of fish stocks.

POLICY BR SUE3      Home based cottage type industries compatible with the existing surrounding developments will be encouraged on suitable sites.

## TOURISM

The local planning area by virtue of its location at the mouth of the Black River and the coast affords it the opportunity to tap into the eco-tourism market. Currently, there are several tours which include walking tours through the heritage district and boat tours on the Black River and sections of the morass. This allows visitors the opportunity to observe the intrinsic natural habitats of the river as well as interact with the endangered species such as crocodiles in the natural habitat. The latter is supported, but care has to be taken to ensure that these tours are conducted on a limited scale and do not compromise the functionality of the morass.

POLICY BR TO1      The local planning authority will support limited tours along the Black River in order to reduce the intrusion into the natural habits and preserve the functionality of the ecosystem.

Small hotels and guest houses can be sources of employment and add to the diversity of the local economy. These are a feature in the local planning area, particularly along the Crane Road coastline, which also has several restaurants along the strip. This type of tourism will be encouraged to boost the economy of the area

POLICY BR TO2      Developments which improve or expand the range of tourist facilities within the local planning area will be

FIFTH SCHEDULE, *contd.*

permitted, provided that it would not be detrimental to the character and appearance of the locality and the amenities of the nearby residents.

POLICY BR TO3 New tourism developments and complementary commercial developments along Crane Road will be supported and should be low impact and also eco-friendly.

POLICY BR TO4 The developer of any overwater structure must obtain the necessary licence and permit from the Natural Resources Conservation Authority (NRCA) and the required planning approval from the Planning Authorities before proceeding with the development.(See SP OWS 1-8)

## CONSERVATION OF THE NATURAL AND BUILT ENVIRONMENT

*Natural Environment*

Black River's topography is generally flat and the area is predominantly underlain by recent alluvium and swamp areas. Its proximity to the coastline and location at the mouth of the Black River render the local planning area susceptible to riverine flooding or storm surges. Additionally, there are several sinkholes in the area. Communities such as Fullerswood, Vineyard and Arlington are frequently affected by riverine flooding, while Lower Works is greatly affected by flooding arising from blocked sinkholes.

POLICY BR C1 Planning permission will not be granted for developments in the vicinity of sinkholes and/or waterways which would obstruct and degrade the quality of the water resources.

POLICY BR C2 The local planning authority will not be minded to support high density developments along the coastline.

POLICY BR C3 The local planning authority in dealing with developments will institute strategies to mitigate against the effects of climate change such as storm surges and erosion within the coastal areas in the Black River Local Planning Area.

The Black River Great Morass, one of Jamaica's largest wetland, can be found in the south eastern section of the local planning area. It consists of the Upper Black River Morass which has an outstanding array of wetlands as well as the Lower Black River Morass which is Jamaica's first designated RAMSAR site. It is important to protect these mangrove forests and herbaceous wetland systems as this is critical to the maintenance of coastal water quality. It also aids in safeguarding the coastal communities from the impact of storms.

FIFTH SCHEDULE, *contd.*

POLICY BR C4	The local planning authority will not grant permission for developments that will result in the clearing of mangrove habitats, encroachment within the wetland or erection of permanent structures within the Black River Morass Complex.
POLICY BR C5	A minimum vegetative buffer/setback of 30 metres from the banks of the Black River will be required for all developments.
POLICY BR C6	The Planning Authorities will as much as possible ensure that environmentally sensitive or vulnerable areas are reserved as greenbelts or natural areas.

*Built Environment*

Black River has a wide variety of Victorian and Georgian architecture which dominated the urban core back in the 18<sup>th</sup> centuries. It is this rich heritage of historical, archaeological and architectural significance which resulted in its declaration as a Protected National Heritage District by the National Heritage Trust in 1999. (See Inset No. 1 and 1.1.)

Some of the heritage sites are the Magdala House, the Invercauld Hotel (now AIMS), the St. Elizabeth Parish Library, the Black River Court House, the Public Works Office, the Municipal Corporation Office, the Waterloo House, the Health Centre, the Catholic Church, the Black River High School, the Black River Post Office, the St. John's Anglican Church, the Bank of Nova Scotia, the Revenue Office, the Black River Safari, and all the buildings and warehouses situated along the coastal side of High Street and between the eastern banks of the Black River and Crane Road. These sites and their immediate environs should be preserved for the benefit of residents and visitors.

POLICY BR C7	The Planning Authorities will endeavour to protect, preserve and enhance the special character and environs of the Protected National Heritage District and permission will not be granted for any development which would be deleterious to their existence or environs.
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Currently, many buildings of the Victorian and Georgian architecture have been preserved and are still being used for commercial and office purposes. However, some have fallen into disrepair due to natural weathering/decay or general neglect. It is, therefore, important for these buildings to be restored to maintain their intrinsic value.

POLICY BR C8	Prior to the granting of any approval for the redevelopment of any site within the Protected National Heritage District, the Planning Authorities may require the proponent to provide information regarding the
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FIFTH SCHEDULE, *contd.*

importance of the site and details of the impact of the development. Planning permission may not be granted if adequate information is not provided.

## POLICY BR C9

Where restoration works are necessary on structures within the Local Planning Area, every effort should be made to ensure that the original design is retained.

## WATER SUPPLY

STATIN 2011 data indicated that eighty five percent (85%) of the residents of Black River Local Planning Area have access to public water supply. However, some residents still have irregular supply, while others have to access this commodity via standpipe. Catchment tanks are quite prevalent and it is imperative that the Planning Authority ensures that all proposed developments within the local planning area have access to potable water.

## POLICY BR WS1

The Planning Authority will not grant permission for any development which cannot provide an appropriate and adequate water supply system.

## POLICY BR WS2

Rainwater harvesting will be encouraged in residential and other developments to improve access to potable water supply system.

## WASTE TREATMENT AND DISPOSAL

The natural water resources in Black River have to be preserved and protected from contamination arising from developments or human activities. It is important that appropriate disposal systems are established to prevent the degradation or contamination of the water resources. The STATIN 2011 data revealed that only approximately seventy nine percent (79%) of the local area's population use water closets. Absorption pit is the predominant method of sewage disposal and this has negative implications for the areas groundwater resources.

*Sewage*

Due to the nature of the area the Water Resources Authority (WRA) has recommended that sewage be treated to at least a secondary level to reduce/prevent the level of contamination to aquifers and/or major rivers, tributaries, springs and other surface water features.

## POLICY BR WT1

No permission will be granted for new housing developments unless the sewage treatment facilities proposed will treat the sewage to at least a secondary level or any other safe and appropriate waste disposal technology as may be developed from time to time which is acceptable to the relevant authorities.



FIFTH SCHEDULE, *contd.*

POLICY BR WT2 In the absence of a central sewage system the following sewage disposal methods may be permitted in appropriate situations:

- (i) septic tanks and tile field
- (ii) Any other safe and appropriate waste disposal technology as may be developed from time to time that is acceptable to the Planning Authorities and other relevant agencies.

*Solid Waste*

There are no solid waste disposal sites in Black River Local Planning Area and garbage collection is almost non-existent. According to STATIN data (2011) approximately eighty six percent (86%) of the residents benefit from public collection of solid waste and eleven percent (11%) dispose of solid waste by burning. The intervention of the relevant authorities to train the residents on recycling of waste and composting could be done in an effort to promote best practices for solid waste disposal.

POLICY BR WT3 The local planning authority will ensure that proper garbage receptacles and skips are placed at strategic locations to serve residents and business places in the town.

Insufficient and unsuitable waste storage facilities can affect the amenities of neighbouring properties and the public causing health and safety problems. All developments should, therefore, make provision for waste storage and collection in tamper and rodent proof devices.

POLICY BR WT4 All new developments will be required to make adequate provision for the storage and collection of waste matter which should if possible be sorted into non-recyclable and recyclable categories.

## SANTA CRUZ LOCAL PLANNING AREA

*Background*

Santa Cruz is classified as a district centre by Jamaica's Settlement Strategy 1997. It is one of St. Elizabeth's major urban centres containing several important public institutions, service and office entities, commercial and industrial facilities. The town is strategically located along the main arterial route from Kingston to Negril approximately 25km from Black River.

The boundary of the Santa Cruz Local Planning Area covers an area of 1,589.31 Hectares (3,927.25 acres) and extends over parts of Burnt Ground, Seven Corners and Northampton in the south. The eastern boundary encompasses Longwood

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FIFTH SCHEDULE, *contd.*

and parts of Lovely Point, Gilnock and Bybrook. To the west the boundary includes part of Santa Cruz Park while in the North West it extends to include New River (see Inset No. 2).

The local planning area experienced rapid population growth during the period 1970-1991 and 1991-2001 with annual growth rates of 3.65 per cent and 1.53 per cent respectively. However, STATIN (2011) showed that the area experienced a 0.41% population decrease, declining from 9,880 persons in 2001 to 9,475 persons in 2011. Assuming that this decline remains constant, the population of the Santa Cruz Local Planning Area is expected to decrease to 9,086 in 2021 and 8,751 persons by the year 2030.

## TRANSPORTATION AND TRAFFIC

The transportation routes in the Santa Cruz Local Planning Area are essential for the conveyance of people and commodities in and out of the area and these act as a stimulus to the area's economic growth and development. The main commercial developments and service facilities are located along Main Street, Santa Cruz and the associated clientele add to the congestion along that street. Additionally, the main thoroughfare linking the western parts of the island to Kingston and other eastern sections traverses Santa Cruz resulting in congestion of the town especially during peak hours. An improvement of the road network is to include the rehabilitation of the by-pass to facilitate the free flow of traffic thereby alleviating congestion.

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| POLICY SC T1 | The Planning Authorities will support the upgrading of Sydney Pagon Drive to serve as a bypass road for the town's commercial core to ease the traffic congestion within the town.    |
| POLICY SC T2 | The Planning Authorities will support rehabilitation of the arterial or any other roads which seek to reduce the congestion within the town and improve traffic flow and circulation. |

*Road Network*

The road hierarchy of the local planning area consists of one Class A road which runs from east to west and a network of secondary and access roads in the northern and southern sections. Commuters travelling through the town using the main thoroughfare often experience traffic congestion and circulation is hampered during peak hours by on street parking, sidewalk vending and the haphazard letting off and picking up of passengers by public transport.

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| POLICY SC T3 | The Planning Authorities will support the rehabilitation of the existing road network or the construction of new roads in order to facilitate a smooth flow of through traffic and improve traffic circulation in the town. |
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FIFTH SCHEDULE, *contd.*

- POLICY SC T4 Development proposals which would likely create or worsen unacceptable traffic conditions will not be permitted unless satisfactory mitigation measures can be provided.

The road network system is designed to facilitate both vehicular and pedestrian movement. The streets however are very narrow with some having no adequate sidewalk reservation resulting in pedestrians and disabled persons going onto the roadway. This situation worsens with street vending, utility poles and street furniture in the sidewalks and motorists park on sidewalks especially those in need of repairs.

- POLICY SC T5 The local planning authority will seek to ensure that adequate sidewalk facilities are provided or improved.

- POLICY SC T6 The local planning authority will not normally support the installation of utility poles or other street side furniture in road reservations.

- POLICY SC T7 The local planning authority will seek to ensure that persons with special needs are able to access sidewalk facilities.

*Vehicular Parking*

Sections of the Santa Cruz Local Planning Area are faced with inadequate parking spaces both on and offsite. This situation is more pronounced in the urban core where businesses have inadequate parking provisions forcing motorists to park on the streets and sidewalks. Additionally, there is a lack of adequate space to accommodate the delivery of goods to businesses along Main Street and consequently this impedes the free flow of traffic thereby adding to congestion in the town.

- POLICY SC T8 All new development or extensions are required to provide adequate on-site parking as set out in the parking regulations(as in Appendix 8), unless it is impractical or not feasible to do so; in which case alternative arrangements for parking will have to be made and approved by the local planning authority.

- POLICY SC T9 Where a building is permanently divided into more than one planning unit, the number of parking bays will be calculated separately for each planning unit.

- POLICY SC T10 The local planning authority will seek to identify and secure suitable lands for the development of off-site parking facilities such as parking lots or multi-storey garages to supplement the parking needs within the town centre.

FIFTH SCHEDULE, *contd.*

- POLICY SC T11 All new developments having outdoor parking lots shall make use of green and or permeable parking surface techniques.
- POLICY SC T12 The local planning authority shall implement parking arrangements for disabled persons which will be in accordance with Appendix 8 and Figure 2.
- POLICY SC T13 In certain type of developments, developers will be required to provide loading and off-loading bays within the curtilage of the site.

Where parking facilities are provided, the area should be adequately landscaped as this significantly improves its appearance.

- POLICY SC T14 All commercial car parks should have at least ten percent of the parking area landscaped to the satisfaction of the Planning Authorities (see Figures 3 and 4).

*Public Transportation*

The Santa Cruz Local Planning Area acts as a major point of transit for commuters throughout the parish. The transportation system is comprised of privately owned and public passenger vehicles such as route taxis and mini buses. There are three public transportation facilities located within the Santa Cruz Local Planning Area which accommodate buses and taxis. Notwithstanding the existence of these facilities some public passenger vehicles park on the street while some arbitrarily pick up and set down passengers along the roadway impeding other road users thereby contributing to further congestion.

- POLICY SC T15 The local planning authority will identify and secure suitable lands to provide for future expansion of the transportation centres.
- POLICY SC T16 The local planning authority will ensure that transportation routes and bays are clearly identified and marked.
- POLICY SC T17 The local planning authority will seek to ensure that the transportation centre is provided with amenities necessary for the use and comfort of commuters including the disabled (for example ramps); snack counters, toilet facilities and vending activities are regulated.

## HOUSING

Residential units within the local planning area are mainly single family detached type units which are generally in fair to good condition. Currently, there are only

FIFTH SCHEDULE, *contd.*

a few multifamily developments such as apartments within the area, however, in an effort to reduce urban sprawl; this residential option should be encouraged.

According to STATIN (2011), there are 2,981 dwelling units within the Santa Cruz Local Planning Area to satisfy a population of 9,475 persons. Using an average household size of 3.1 persons per dwelling the area would actually require 3,057 dwelling units to satisfy the population. Currently there is a deficit of 76 dwelling units and an additional 4.3 hectares of land would be required to satisfy this deficit. Although the data shows a decreasing population the Planning Authority should in the interim identify suitable lands for any demand that may arise.

New housing developments providing a mixture of housing types and sizes to accommodate various income levels will be encouraged within the local planning area.

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| POLICY SC H1 | Residential development will be encouraged in areas identified on the land use zoning map (Inset 2) and non-residential uses will not normally be allowed on those properties now being used for residential purposes.  |
| POLICY SC H2 | Multi-family development will be allowed at suitable locations on a minimum lot size of 0.2 hectare and the local planning authority will take into consideration the character of surrounding developments.  |
| POLICY SC H3 | <p>The following density ranges shall apply across the local planning area and may be varied by the Planning Authorities, based on the existing physical conditions in the area:</p> <ol style="list-style-type: none"> <li>a. Density shall not exceed 250 habitable rooms per hectare (100 habitable rooms per acre) as indicated on Figure 1, with building heights not exceeding six (6) floors.</li> <li>b. Density shall not exceed 125 habitable rooms per hectare (50 habitable rooms per acre) as indicated on Figure 1, with building heights not exceeding four (4) floors.</li> <li>c. Density shall not exceed 75 habitable rooms per hectare (30 habitable rooms per acre) as indicated on Figure 1, with building heights not exceeding two (2) floors.</li> </ol> |
| POLICY SC H4 | <p>Minimum setbacks from property boundaries for apartment/townhouse development:</p> <ol style="list-style-type: none"> <li>i. 1.5m from the sides per floor up to a maximum of 4.5 metres.</li> </ol>   |

FIFTH SCHEDULE, *contd.*

- ii. 1.5m from the rear per floor up to three (3) floors.
- iii. the front boundary should be in keeping with the existing building line or as stipulated by the local planning authority.

POLICY SC H5	In order to satisfy low income housing demand a mixture of housing solutions will be allowed in large scale developments.
POLICY SC H6	In dealing with applications for multi-family developments the Planning Authority will take into consideration the guidelines provided in Appendix 11.
POLICY SC H7	The Planning Authorities along with the relevant agencies will seek to ensure that informal settlements are not established throughout the local planning area.
POLICY SC H8	Proposals for a change of use of a residential property to a non-residential use will only be permitted if the non-residential activity is compatible with the residential character of the area.

Although a number of open spaces have been provided in the local planning area, recreation areas must be provided in the relevant schemes. These should be well designed, equipped and accessible to the community.

POLICY SC H9	The location, siting and design of play areas must take into account the need for safe access, road safety, avoidance of nuisance to residents and cater to children of different ages.
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Although the local planning area is adequately provided with shopping facilities, it may be difficult for residents to do convenience shopping; therefore, small outlets should be provided in large developments. The type, size and location of the facility will be decided by the local planning authority and the design should conform with the residential character of the area.

POLICY SC H10	Planning permission will be granted for limited commercial facilities in residential subdivisions that provide an essential service to the local community.
POLICY SC H11	Proposals for change of use of a residential property to a non-residential use will be permitted only if the non-residential activity is normally carried out in the day time and the amenity privacy and enjoyment of neighbouring dwellings are not adversely affected.

Several sections of the local planning, area particular the New River Community and adjacent areas are susceptible to flooding and ponding from rainfall events. Roads in these areas also become impassable after heavy rain events.

FIFTH SCHEDULE, *contd.*

POLICY SC H12	The local planning authority will not normally support housing development in sections of the local planning area that are susceptible to flooding or other natural hazards.
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## SOCIAL AMENITIES

The Santa Cruz Local Planning Area contains various social amenities such as churches, a range of schools, health facilities, police station, post office, financial institutions and recreational open spaces. Further growth will depend on the ability to continue to provide basic social services to foster community development.

*Educational/Institutional Facilities*

The provision of educational facilities within the local planning area range from pre-primary, primary, preparatory, high schools to skills training institutions. The facilities serve students from within and outside of St. Elizabeth. There is now a need for refurbishment and upgrading of several of these facilities for example within the primary and secondary cohort. Additional primary school spaces are needed as overcrowding is being experienced at certain schools such as the Santa Cruz Primary and Junior High and the St. Elizabeth Technical High School.

POLICY SC SA1	The local planning authority will support the upgrading and refurbishing of educational and institutional facilities by the relevant agencies.
POLICY SC SA2	Developments which would result in the reduction of the available educational facilities will not be encouraged unless provisions can be made elsewhere to offset any loss which would result from such development.
POLICY SC SA3	The local planning authority will assist in identifying suitable lands for the establishment of additional educational and institutional facilities.
POLICY SC SA4	The local planning authority shall generally be in support of private interests seeking to establish educational institutions provided the requirements specified by the Ministry of Education are met.
POLICY SC SA5	Building heights for schools and churches shall not exceed three and two storeys, respectively.
POLICY SC SA6	Minimum setbacks from property boundaries for schools and churches are: <ul style="list-style-type: none"> <li>(i) 1.5m from the sides per floor</li> <li>(ii) 3m from the rear</li> </ul>

FIFTH SCHEDULE, *contd.*

(iii) 6m from the front

*Health Centre*

The Santa Cruz Health Centre (Type III) is located at Centre Road to the rear of the Santa Cruz Primary and Junior High School. It functions as the headquarters of the Santa Cruz health district and serves a population of approximately 20,000 persons from 28 districts in St Elizabeth and neighbouring parishes. The health centre is faced with a number of challenges namely the need for a larger building with adequate office spaces. The local planning authority will support the upgrading and maintenance of all health facilities within the locality as the need arises.

POLICY SC SA7      The local planning authority will support the expansion and upgrading of the health facility as necessary.

*Recreation and Open Space*

The Santa Cruz community centre is located in proximity to the commercial core and the existing public transportation centre. The land space is limited but provides for a wide range of outdoor activities for residents of the local planning area. The local authorities with other agencies of government should encourage the development of an alternative site in order to accommodate additional activities.

POLICY SC SA8      All lots within Santa Cruz Local Planning Area zoned as public open spaces, or recreational uses, shall be developed only for such a use and the Planning Authorities will not support any uses in conflict with the proposed zoning.

POLICY SC SA9      The local planning authority in conjunction with other agencies will seek to identify suitable lands within the local planning area for a multi-purpose area to include additional recreational areas, community and civic centre.

POLICY SC SA10      No structure shall be allowed on any public open space that does not complement the use thereof (e.g. Telecommunication Towers and billboards, *etcetera*).

There are many vacant lots scattered throughout the area which were left as open space reservation in subdivisions as conditions of approval but remain undeveloped. In future, conditions will be imposed requiring the developers of the schemes to develop the land approved for community area in proposed schemes.

POLICY SC SA11      Areas left as amenity spaces in new housing development shall be landscaped and/or otherwise be developed for passive/active recreational purposes by the developer at the time the infrastructure is being implemented.

Private sports clubs can make an important contribution to the overall level of recreational activities in an area. However, these have to be assessed against the



FIFTH SCHEDULE, *contd.*

overall level of disturbance which may occur. For example social functions that continue late at nights and may have flood lighting that could disturb the neighbours. The local planning authority will ensure the protection and welfare of the neighbours before granting permission for such activity.

- POLICY SC SA12      Development for recreation and entertainment purposes primarily in residential areas will not be permitted except where it can be shown that the proposed development would be in keeping with the character of the area and would not prove detrimental to the amenities of residents.

*Cemetery*

The local planning area lacks a public cemetery and no available lands exist within that area for that proposal. In this regard the local planning authority should explore and promote other interment options which conserve land space or which may be incorporated into public open space.

- POLICY SC SA13      The local planning authority will support the use of crematoria and other approved interment options provided that the relevant planning, health and environmental standards are met.

## URBAN ECONOMY

Santa Cruz is the major market centre of the parish, providing jobs in the commercial, industrial and service sectors. Residents from other communities within the parish travel to Santa Cruz for employment and to access services associated with commerce, finance and professional services. Special attention will have to be given to activities which will diversify the economy and create more jobs. The appropriate policies listed in Sector Policies for Urban Economy of this Order may also be applied where relevant.

- POLICY SC UE1      Large scale commercial developments will be encouraged in the Santa Cruz Local Planning Area in areas zoned for such activities.
- POLICY SC UE2      The local planning authority will ensure that all large scale commercial developments within the local planning area have minimal adverse impact on the site to be developed or on neighbouring sites.
- POLICY SC UE3      New office development should conform to the standards outlined within the Development and Investment Manual.
- POLICY SC UE4      For commercial and office uses, the following standards shall apply:
- (i) Buildings shall not normally exceed two (2) storeys in height. However, the authorities

FIFTH SCHEDULE, *contd.*

may consider a height of three (3) storeys in exceptional circumstances.

- (ii) Buildings may maintain a zero lot line except to the front in accordance with road reservations and where it adjoins residential development to the satisfaction of the planning authority
- (iii) Buildings should adhere to a floor area ratio of 0.5
- (iv) plot coverage not exceeding  $33\frac{1}{3}\%$

Mixed uses will be encouraged at suitable locations within the urban core. This will enable lands within the town centre to be used to their full potential. However incompatible activities will not be encouraged.

**POLICY SC UE5** For commercial and office uses, the building may be located hard on the property boundaries subject to the provision of adequate parking on a separate lot or floor to the satisfaction of the Planning Authorities. This will not apply if the development adjoins residential uses.

The disabled are often not taken into consideration in the design of developments and find it difficult to access some buildings. At times when there is access the facilities provided are not usable. When new developments take place especially in the town area the local planning authority will ensure that adequate provisions are made for the disabled.

**POLICY SC UE6** Developments open to the public or used for employment or educational purposes will not be permitted unless adequate access and facilities are provided for all persons with disabilities.

Manufacturing and industrial facilities provide significant employment opportunities which are vital to the economic prosperity of the area. While the number of large industrial establishments has declined, their re-establishment should be encouraged and reused where appropriate.

**POLICY SC UE7** Development proposals for industrial activities within the Santa Cruz Local Planning Area will be allowed in appropriate areas and should conform to the relevant Acts and Planning Guidelines.

Heavy industries that are hazardous by nature to residents and the environment will not be supported in residential areas. These industries will need to conduct an environmental audit to determine the nature and volume of any discharge, in order to prevent pollution. The local planning authority will ensure that all proposals

FIFTH SCHEDULE, *contd.*

involving hazardous industries will be given close scrutiny and only be allowed after adequate consultation with the relevant agencies.

POLICY SC UE8 Development proposals for any use which would result in a significant number of people living or working in proximity to any hazardous industry or storage site will not be permitted.

POLICY SC UE9 The local planning authority will ensure that all proposals involving hazardous industry will be given close scrutiny and will only be allowed after an environmental audit and adequate consultation with the relevant agencies.

The Santa Cruz Market is located along Market Street and is owned and operated by the Municipal Corporation. The market plays a significant role, as it is one of the primary facilities for the trading of dry goods and farm products. The market is often flooded during periods of heavy rainfall as a result of run-off from the town's drainage system in its environs. There is also the issue of on-street vending impeding the free movement of pedestrians and motorists.

POLICY SC UE10 The local planning authority will ensure that the Santa Cruz market is upgraded to provide facilities required to make the market experience a more pleasurable and worthwhile one for both vendors and consumers in terms of layout of stalls, paving, shelter, sanitary conveniences and adequate parking which has to be provided preferably in the municipal car park.

## SUB-URBAN ECONOMY

Historically, Santa Cruz was an area known for the rearing of mules. Large scale agricultural activity, mainly rice, was also grown in the northern sections of the Upper Black River Morass. Presently, agriculture still plays an important role in the economic development of the rural sections of the area. This is particularly evident in areas such as Emmaus, Sevens Corner, Burnt Ground and New River where the cultivation of crops such as corn, cassava, sweet potatoes, peas, peppers, beans, citrus, peanuts and ground provisions is done primarily by small farmers. Bee and livestock rearing is also carried out in sections of the local planning area.

Agricultural lands should be protected from development pressures and the conversion of good agricultural land (classes I –III) to non-agricultural activities should not be encouraged. The appropriate sector policies in the Rural Economy Sector Policies of this Order may also be applied where relevant.

POLICY SC SUE1 The local planning authority will ensure that areas of agricultural importance/potential are protected from fragmentation, sterilization and encroachment by uses not associated with agriculture, especially in light of food security concerns related to climate change.

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FIFTH SCHEDULE, *contd.*

It is the general belief that if the land cannot be cultivated then it has no agricultural potential and should be used for other purposes such as, housing development. Cultivating the land is not the only viable agricultural activity that can be undertaken as areas where land is of a poor quality the rearing of animals and employment of greenhouse or hydroponic technologies can yield substantial economic returns. However in dealing with such applications care will be taken to ensure that there is no significant effect on the environment or the surrounding aesthetics including other areas under agricultural production.

POLICY SC SUE2      The local planning authority will normally support the development of alternative and innovative agricultural activities which will utilize otherwise unproductive or underutilized agricultural lands.

Local or corner shops serve an important function in communities not only to supplemental income, but also provide retail access for residents. Such facilities will normally be supported at suitable locations and must not detract from residential amenities or cause vehicular congestion in the area. Monitoring however must be employed by the local planning authority to avoid proliferation of haphazard commercial development.

POLICY SC SUE3      Proposals for corner shops in rural areas will be given consideration in appropriate locations and must not detract from the residential amenities of the area.

POLICY SC SUE4      Proposals for improvements to local shopping facilities in residential areas will normally be permitted.

There is the need for sustainable income generating methods that will stimulate economic growth within the locality. Suitable agro-processing plants located at appropriate sites throughout the local planning area are one way to stimulate the economy by providing employment for residents.

POLICY SC SUE5      The local planning authority will give due consideration to the establishment of agro industrial development at suitable locations where the infrastructural facilities are available and where surrounding amenities will not be adversely affected.

The development of small scale industries in the home can bring added income to families with the requisite skills. These should not be un-neighbourly activities and be appropriate for the environment in which they are being undertaken.

POLICY SC SUE6      The Planning Authorities will support the establishment of small scale or other income generating activities in homes or adjacent to a rural settlement which will not be a nuisance to neighbours, or have any adverse impact on the environment.

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FIFTH SCHEDULE, *contd.*

It is reasonable to expect owners of agricultural lands within the urban fence to erect residencies on properties. While this could be supported, the possibility of large scale residential subdivision for residential purposes looms. Strict controls will be placed on any such approvals preventing future subdivision of the land.

POLICY SC SUE7      Planning permission for residential development on agricultural lands in the local planning area will be given subject to the building being occupied in connection with agriculture and there will be no further subdivision of the land for residential purposes.

## TOURISM

Santa Cruz is not known as an area with a thriving tourism industry. Based on its location however, could provide some facilities such as motels and bed and breakfast to cater to visitors traveling to other major tourist attractions within the parish such as YS Falls, Lovers Leap, Black River Safari Tour, Apple Valley, Lacovia Zoo, Treasure Beach, Appleton Estate Rum Tour and Holland Bamboo. The local planning authority will also support the implementation of programmes that will encourage eco-tourism and cultural/heritage to stimulate tourism growth within the local planning area. Each activity will vary in location and type and will have to be judged on its own merit.

POLICY SC TO1      Proposal to establish small hotels, guest houses and villas will be considered having regards to their impact on the surroundings.

POLICY SC TO2      Development which improves or expands the range of tourist facilities will be permitted, provided that it would not be detrimental to the character and appearance of the locality and the amenities of the nearby residents.

## CONSERVATION OF THE NATURAL AND BUILT ENVIRONMENT

*The Natural Environment*

The Santa Cruz Local Planning Area forms part of the Black River hydro-geological basin with significant ground water resources that supplies the area with water. Three wells namely the Santa Cruz Well, the South Hampton Well and the New River Well at Content supply them with water. Due to the importance of these water resources to Santa Cruz, the local planning authority must ensure that all activities which occur in proximity to the wells are strictly controlled. Additionally any extraction of water must be carried out in a sustainable manner after receiving the required approvals.

POLICY SC C1      Planning permission will not be given for developments which will adversely affect the quantity or quality of fresh water resources.

FIFTH SCHEDULE, *contd.*

The New River, a tributary of the Black River, flows along the north westerly section of the local planning area to join the Black River. The New River community which is in proximity to this river is impacted by flooding, especially during periods of torrential rains. It is recommended that this area be declared a ‘no build zone’ or be used for agricultural purposes where appropriate.

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| POLICY SC C2 | There shall be a “no-build zone” established in the New River community or areas affected by flooding.  |
| POLICY SC C3 | The Planning Authorities will ensure that environmentally sensitive or vulnerable areas should be reserved as natural areas and greenbelt or for agricultural purposes where appropriate. |

*The Built Environment**Historical, Archaeological Sites and Buildings*

Currently there are no declared national monuments or heritage sites located within the Santa Cruz Local Planning Area. However if there are aspects of the built environment which add to its historical or archaeological character area representation should be made to the Jamaica National Heritage Trust to have these recognized and declared.

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| POLICY SC C4 | Recommendations will be made by the local planning authority to the Jamaican National Heritage Trust, for any site which adds to the historical or archaeological character of the local planning area to be declared historic buildings or heritage sites. |
| POLICY SC C5 | Permission will not be given for the development of any declared heritage or archaeological site without the approval of the Jamaican National Heritage Trust.  |
| POLICY SC C6 | Owners of property on which there are historic relics will be encouraged to restore and preserve these or ensure preservation and restoration in keeping with the recommendation of the Jamaican National Heritage Trust.                                   |

## WATER SUPPLY

The Santa Cruz Local Planning Area’s water supply is currently provided by the National Water Commission through a series of pumps and lift stations. Data from STATIN shows that 78% of the households within the area receive water from the public source, 17% from private source and 1% from the rivers. Some of the facilities supplying potable water are in need of rehabilitation and expansion in order to improve the regularity of water supply.

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| POLICY SC WS1 | The relevant authorities will ensure that the existing public water supply systems are improved to adequately service the local planning area. |
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FIFTH SCHEDULE, *contd.*

Residents in areas where public water facilities are absent or unreliable still rely on rivers, streams and catchment tanks for the supply of water. In these areas rainwater harvesting should be considered as it is economical, safe and a sustainable source of quality water when captured and stored in a correct manner. The use of catchment tanks should be encouraged.

POLICY SC WS2 All new developments shall be required to provide rain water harvesting facilities or other suitable water sources to satisfy the needs of the development.

The recycling of grey water and the harvesting of rain water should be considered as a sustainable alternative for water supply. Waste water from basins, baths, and showers can be recycled and used for example, to flush lavatories or to water gardens. In this way domestic water consumption can be substantially reduced.

POLICY SC WS3 The use of rain water and recycled grey water will be encouraged and provision should be made for this in development proposals

POLICY SC WS4 New developments which are served with a piped domestic water supply system are encouraged to make provision for the use of rain water/grey water for the watering of plants and gardens.

## WASTE TREATMENT AND DISPOSAL

*Sewage Disposal*

The Santa Cruz Local Planning Area lacks a centralized sewage treatment facility. Data provided by STATIN Population census 2011 shows that 83% of household within the planning area use water closets for the disposal of sewage, 14% use pit latrines and 4% dispose the sewage by other means. It is unlikely that central sewage will be installed in the near future and, sewage should be discharged by means of one of the methods approved for such situations. This should, however have regards to the type of building, intensity or scale of development, lot size, soil characteristics, ground water and topographical conditions existing in the area.

POLICY SC WT1 In the absence of a central sewage system the following sewage disposal methods may be permitted in appropriate situations:

- (a) septic tanks and tile field
- (b) any other safe and appropriate waste disposal technology as may be developed that is acceptable to the Planning Authorities and other relevant agencies.

The local planning area has a high water table that is susceptible to contamination from improper sewage disposal. In this regard it is imperative that the area is served by a central sewage collecting facility in the medium term.

FIFTH SCHEDULE, *contd.*

- POLICY SC WT2      Upon the introduction of central sewage within the local planning area no new developments or extensions will be approved if not connected to central sewage.

*Solid Waste Disposal*

The Southern Parks and Markets (SPM) is the body responsible for the collection of solid waste. Data provided by STATIN Population census 2011 show that 86% of households benefit from public garbage collection at least once per week approximately 12% burn while 2% used other means. In some sections of the area there is cause for concern as there is a tendency for persons to throw garbage into the drains, and along the roadways. This result in drains being blocked frequently causing high incidences of flooding.

- POLICY SC WT3      Owners of buildings are expected to have proper garbage disposal facilities on occupied premises and the local planning authority will encourage the relevant Authority to have large skips placed in public areas as a repository for garbage.
- POLICY SC WT4      Planning permission will not be given for waste disposal operations likely to have an adverse effect on public health and safety.
- POLICY SC WT5      The indiscriminate and unsatisfactory disposal of solid waste will not be tolerated and recycling will be encouraged as much as possible.

The collected waste is disposed of at the Myersville dumpsite. This lacks the appropriate equipment such as a tractor to assist in the landfill process and sufficient funding for sustaining adequate management. There are plans by the government to upgrade the Myersville site to a sanitary landfill.

- POLICY SC WT6      The local planning authority will support the upgrade and expansion of the Myersville dumpsite to adequately meet the requirements of the local planning area provided that the relevant planning, health and environmental standards are met.

## JUNCTION/BULL SAVANNA LOCAL PLANNING AREA

*Background*

Junction/Bull Savanna Local Planning Area (LPA) is the third leading administrative and commercial centre of the parish. It is located 37km south east of the parish capital, Black River and approximately 23 km south east of Santa Cruz.

The LPA is approximately 1,822 hectares (4,502 acres) and extends from Cheapside in the north, Comma Pen to the east, Gibraltar to the south and Ballards Valley to the west. Between the 2001-2011 intercensal period the population grew from



FIFTH SCHEDULE, *contd.*

approximately 7,000 persons to approximately 7,800 persons representing a growth of 1.08% over the period. If the growth continues at this rate it is expected that the population will increase to 10,000 persons in 2030.

The local planning area possesses most or all of the major requirements necessary for its classification such as Post Office, Police Station, Fire Station, Library, Banks, Health Centres, Churches and other Commercial Facilities.

## TRANSPORTATION AND TRAFFIC

Residents access the Junction/Bull Savanna Local Planning Area via private or public transportation. The predominant mode of transport is by way of public taxis and buses. The Junction square can be regarded as the hub of the local planning area, as it is the focal point for vehicles going in all directions as its arterials provide prime linkages with other local planning areas such as Southfield and Malvern.

*Road Network*

The Junction main road is the major thoroughfare used in the transportation of goods and services to the communities in and around the Junction/Bull Savanna Local Planning Area.

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| POLICY JBS T1 | The local planning authority will seek to ensure that all parochial and subdivision roads are properly maintained to ensure the safe movement of all commuters, including the disabled  |
| POLICY JBS T2 | Signage clearly depicting road usage and speed limits should be located at strategic points to help monitor traffic and speed.  |
| POLICY JBS T3 | The local planning authority will seek to ensure that within the local planning area all intersections and roadways are equipped with proper lighting to give visibility to motorists and pedestrians including the disabled. |

*Vehicular Parking*

The major thoroughfares bounding the Junction/Bull Savanna Local Planning Area are heavily used by motorists and pedestrians alike.

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| POLICY JBS T4 | On-street parking will only be allowed where it is not detrimental to traffic flow and safety and where it is environmentally acceptable   |
| POLICY JBS T5 | The local planning authority will not support proposals for any new development or extensions unless the developer provides the required number of parking spaces on site or provisions can be met elsewhere |

FIFTH SCHEDULE, *contd.*

pursuant to the stipulations of the Development and Investment Manual, Volume 1, Section 1 – Planning and Development—to the satisfaction of the Planning Authority.

POLICY JBS T6      The local planning authority shall implement parking arrangements for disabled persons which will be in accordance with Appendix 8 and Figure 2.

POLICY JBS T7      All new developments having outdoor parking lots shall make use of green and or permeable parking surface techniques.

Within the Junction town centre there is a mixture of services (namely commercial, light industrial and office) generate a significant amount of vehicular and pedestrian traffic. Adequate parking facilities are, therefore, necessary to accommodate and ensure the free and safe movement of traffic along the roadway.

POLICY JBS T8      New developments or extensions will be required to provide adequate on-site parking facilities or where feasible a private car park on an alternate site in a suitable location to the satisfaction of the local planning authority. Adequate provisions should also be made for service vehicles on the premises.

*Public Transportation*

The St. Elizabeth Municipal Corporation has acquired lands within the Junction square for a taxi stand for those plying the area, but the site has not been utilized. The buses and taxis utilize the Junction and the Bull Savanna Main Roads for loading and unloading passengers resulting in chaotic parking along the roadway and interfering with the smooth flow of pedestrian and vehicular traffic.

POLICY JBS T9      The local planning authority will seek to identify and develop an area that can be used for the purpose of serving as a place of convergence for public transportation. With the creation of such an area all public passenger vehicles will be expected to operate from this point.

POLICY JBS T10      The local planning authority will seek to have the relevant authority construct lay-bys at appropriate locations as well as the erection of adequate traffic signage to accommodate public passenger vehicles and to facilitate traffic movement and management through the town.

## HOUSING

The Junction/Bull Savanna local planning area is the third economic centre in the parish. Relatively large lot sizes, ease of access to public transport and urban

FIFTH SCHEDULE, *contd.*

services also make this a favourable location for increased housing densities and redevelopment at suitable sites. This local planning area includes communities such as Ballards Valley, Morningside, Comma Pen and sections of Cheapside.

The general dependent on housing will increase within the local planning area as the population grows. According to the 2011 STATIN data there were approximately 2,700 dwelling units in Junction/Bull Savanna LPA. The density of the area is 4.2 persons per hectares. With the projected population of approximately 10,000 persons by the year 2030; a total of about 500 additional housing units will be required by 2030 to satisfy housing demand. Therefore, almost 30 hectares (74 acres) of land will be needed for housing solutions.

The appropriate policies in the Housing Sector Policies of this Order may be applied where applicable.

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| POLICY JBS H1 | <p>The following density ranges shall apply across the local planning area and may be varied by the Planning Authorities, based on the existing physical conditions in the area:</p> <ul style="list-style-type: none"> <li>a. Density shall not exceed 250 habitable rooms per hectare (100 habitable rooms per acre) as indicated on Figure 1, with building heights not exceeding six (6) floors.</li> <li>b. Density shall not exceed 125 habitable rooms per hectare (50 habitable rooms per acre) as indicated on Figure 1, with building heights not exceeding four (4) floors.</li> <li>c. Density shall not exceed 75 habitable rooms per hectare (30 habitable rooms per acre) as indicated on Figure 1, with building heights not exceeding two (2) floors.</li> </ul> |
| POLICY JBS H2 | <p>Density in hilly areas shall be in accordance with the Hillside Development Manual for Jamaica which have been developed for these areas. Guidelines in Appendix 22 also applies.</p>  |
| POLICY JBS H3 | <p>Minimum setbacks from property boundaries for apartment/ townhouse development:</p> <ul style="list-style-type: none"> <li>i. 1.5m from the sides per floor up to a maximum of 4.5 metres.</li> <li>ii. 1.5m from the rear per floor up to three (3) floors.</li> </ul>  |

FIFTH SCHEDULE, *contd.*

- iii. the front boundary should be in keeping with the existing building line or as stipulated by the local authority.

POLICY JBS H4 Residential development will be supported by the Planning Authority in areas where these are already established and where the infrastructure can support additional development.

POLICY JBS H5 A mix of housing types including starter units and semi-detached units of appropriate price for low income earners may be permitted in suitable locations identified by the relevant authorities.

Residential units in this area are mainly of the single family detached type on relatively large lots ranging from as small 0.03 hectare (0.07 acre) to larger lots of 4.25 hectare (10.5 acres). There is however an increasing trend for the construction of multifamily developments in the area owing to the large size of the lots and its desirability.

The introduction of multi-family housing developments such as apartments, have played an essential role in meeting some of the nation's housing demand. If the need/demand arises for such development within areas zoned for residential purposes each would have to be assessed on its own merits.

POLICY JSB H6 Multi-family development will be allowed at suitable locations on a minimum lot size of 0.2 hectare and the local planning authority will take into consideration the character of surrounding developments.

POLICY JBS H7 The erection of any multi-family type developments will be required to seek planning permission from the local planning authority and should conform to all required planning standards.

Although a few open spaces have been provided throughout the LPA there is still the need for each development to provide play areas for children of all ages. These should be well designed, equipped and be accessible to children in the neighbourhood. Where the proposals comprise single family detached and semi-detached housing the requirements will relate to new housing in excess of 10 units, but applicable to all new town houses and apartment developments.

POLICY JBS H8 Planning permission will only be granted for multifamily developments which provide suitable recreational and landscaped areas, children's play area and other amenities such as parking areas and access ways. The location, siting, and design of these should be taken into account to ensure provision of safety for all users and avoid nuisance to residents.

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FIFTH SCHEDULE, *contd.*

The intrusion of residential areas by non-conforming uses is not acceptable, and illegal and non-conforming uses will be removed by the local planning authority.

POLICY JBS H9        The local planning authority will not normally support non-residential development on lots zoned for residential uses.

POLICY JBS H10       In areas where it is feasible to regularize existing informal settlements, the Planning Authority will work with the relevant authorities to achieve safe and orderly development.

POLICY JBS H11       Proposals for change of use of a residential property to a non-residential use will only be permitted if the non-residential activity is compatible with the residential character of the area.

POLICY JBS H12       In areas where it is feasible to regularize existing informal settlements, the Planning Authority will work with the relevant authorities to achieve safe and orderly development.

In sections of the local planning area where there is a mixture of residential and commercial uses, the residential use will be dominant with a ratio of 80:20 and the commercial use positioned toward the front of the designated lot.

POLICY JBS H13       Commercial developments within residential areas will be ancillary to the residential use of the area and should not conflict with the residential potential of the existing land.

The conversion of agricultural lands to other uses is a continuing trend island wide. Therefore, it is imperative that balances be made between preserving viable agricultural lands and satisfying housing needs. To this end the local planning authority will normally support the subdivision of land for homesteads and farmsteads which will allow for the retention of economically viable agricultural plots.

POLICY JBS H14       New single family detached housing development in the area will be supported where this is not in conflict with the agricultural potential of the land. In such cases, the residential use should be ancillary to the agricultural use.

POLICY JBS H15       The local planning authority will grant permission for agricultural land to be used for homestead (½-1 acre minimum lot size) in exceptional circumstances where property owner/occupier cannot access suitable housing solutions elsewhere.

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FIFTH SCHEDULE, *contd.*

Tourism facilities will be encouraged in the residential area to add its economic activities. However, this should be compatible with the amenities and the interests of local residents should be safeguarded

- POLICY JBS H16      In the local planning area development of small scale tourist facilities will be permitted, provided that it would not be detrimental to the character and appearance of the locality and the amenities of the nearby residents.

## SOCIAL AMENITIES

The Junction/Bull Savanna Local Planning Area has several basic social amenities necessary for the enhancement of the livelihood of residents. These include churches, health centre, schools, post offices, fire station and a police station.

- POLICY JBS SA1      Planning permission will not be granted for any development that will eliminate or decrease any of the above mentioned social facilities, unless it will be replaced by a facility of equal or greater stature.

- POLICY JBS SA2      The local planning authority will support the use of any of the social facilities listed above for a compatible use that will not detract from the original use.

*Recreation and Open Space*

Open spaces provide for a wide range of outdoor activities and is an indispensable element of the urban environment. The attractiveness, ease of access and the standard of maintenance are some of the qualitative factors to be considered in selecting open space. Children should not be overlooked in the process and play spaces should be located in areas where they are easily accessible.

The local planning area's recreational/open spaces are provided primarily as part of subdivisions or on school compounds. All open/green spaces within the boundaries of the local planning area must be protected. Additionally, adequate provisions are to be made to provide sufficient open/green spaces in multifamily developments.

- POLICY JBS SA3      All lots within Junction/Bull Savanna Local Planning Area zoned as public open spaces, or for recreational uses, shall be developed only for such uses. The Planning Authorities will not support any use in conflict with this proposed zoning.

- POLICY JBS SA4      Land is to be provided in all new housing developments for open space and other amenity purposes at the rate set out in the Development and Investment Manual and such lands can either be for active or passive recreational purposes.

FIFTH SCHEDULE, *contd.*

- POLICY JBS SA5 No structure shall be allowed on any public open space that does not complement the use thereof (e.g. Telecommunication Towers and billboards)

*Educational and Institutional*

Education plays a pivotal role in promoting national well-being and the social, economic and cultural development of a country. There are numerous educational facilities such as schools and various private educational institutions within the local planning area. However, there is a need for refurbishment and upgrading of several of these facilities. With the rapid urbanization of the Junction/Bull Savanna Local Planning Area, the local planning authority will support proposal for new educational institutions to accommodate the increasing population.

- POLICY JBS SA6 The local planning authority will support the upgrading and refurbishing of educational and institutional facilities by the relevant agencies.
- POLICY JBS SA7 The local planning authority shall generally be in support of private interests seeking to establish educational or institutional facilities subject to the requirements of the Development and Investment Manual – Planning and Development and/or to the satisfaction of the appropriate authority.
- POLICY JBS SA8 Developments which would result in the reduction of the available educational facilities will not be encouraged unless provisions can be made elsewhere at a suitable location to offset any loss which would result from such development.
- POLICY JBS SA9 Public Assembly use may be also considered on lots zoned as commercial or mixed with commercial uses, provided that there would be no conflict with surrounding uses and other relevant standards are kept.
- POLICY JBS SA10 Building heights for schools and churches shall not exceed three and two storeys, respectively.

There is a type III health centre which provides curative and preventative health services, antenatal and prenatal care to the residents in the area and surrounding communities.

- POLICY JBS SA11 The local planning authority will support the expansion and upgrading of the health facility as necessary.

*Cemetery*

There is no public cemetery located in Junction/Bull Savanna Local Planning Area. Currently, residents use public cemeteries in other communities, local church

FIFTH SCHEDULE, *contd.*

cemeteries and also family plots. In most instances some of these cemeteries have begun to reach the maximum capacity. However, the Planning Authority will resist small family plot burials on residential lots by reserving suitable lands for the establishment of a public cemetery within Junction/Bull Savanna.

POLICY JBS SA12 The local planning authority will not support onsite burials unless there is an existing family plot with the capacity to satisfactorily accommodate the burial.

POLICY JBS SA13 The local planning authority will support the use of crematoria and other approved interment options provided that the relevant planning, health and environmental standards are met.

## URBAN ECONOMY

Junction/Bull Savanna being the third administrative centre in the parish provides jobs in the commercial, agricultural, industrial and service sectors. There are bakeries along with spices and food processing factories which service other sections of the island. Commercial banks exist and a range of commercial establishments. Special attention will be paid to further diversification of the economy and the creation of more jobs resulting in sustained and balanced development of the area.

POLICY JBS UE1 The local planning authority will ensure that all large scale commercial developments in the local planning area have no adverse impacts on the site being developed or on neighbouring sites in the area for which the proposal is submitted.

POLICY JBS UE2 For commercial and office uses, the following standards shall apply:

- (i) Buildings shall not normally exceed two (2) storeys in height. However, the Planning Authorities may consider a height of three (3) storeys in exceptional circumstances.
- (ii) Buildings should adhere to a floor area ratio of 0.5
- (iii) Plot coverage not exceeding  $33\frac{1}{3}\%$

There is a tendency for an incursion of office and commercial uses into residential areas especially those on large lots. Pressure for such uses will occur especially in areas where buildings adjoin town centres or principal roads.

POLICY JBS UE3 Proposals for change of use of property in residential areas to office uses will be considered having regard to



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FIFTH SCHEDULE, *contd.*

the effect of the proposal on the amenity of local residents and the established residential character of the surrounding area.

POLICY JBS UE4      Mixed use developments where Office and Commercial uses are housed in the same building will generally be supported.

The disabled are often not taken into consideration in the design of development and find it difficult to access most buildings. Sometimes when there is access they are unable to use the facilities provided. When new developments take place especially in the town area the local planning authority will ensure that adequate provisions are made for all citizens.

POLICY JBS UE5      Developments open to the public or used for employment or educational purposes will not be permitted unless adequate access and facilities are provided for all people with disabilities.

Shopping provides employment opportunities and is central to the economic prosperity of the local planning area. Growth in business, industry, and agriculture will add tremendously to this and will be encouraged.

POLICY JBS UE6      The local planning authority will accommodate the extension of business premises, provided the amenity of occupiers of neighbouring properties visual amenity and road safety are safeguarded and there would be no adverse effects.

A public market is located within the local planning area. Although underutilized, it is important that this market be maintained. It still contributes to the economy of the area as well as the surrounding rural communities as it is one of the main facilities for the sale of farm products from the surrounding areas.

POLICY JBS UE7      The local authority will support improvements to the market facility to make the market experience a more pleasurable and worthwhile one for both vendors and all customers in terms of layout of stalls, shelter and sanitary conveniences and parking facilities.

POLICY JBS UE8      Planning permission will not be given for the conversion of the market facility to a non-commercial use unless a suitable alternative site can be identified for the location of the market.

## SUB-URBAN ECONOMY

Agriculture is a major income earner in the Junction/Bull Savanna Local Planning Area. However, diversification in the rural sector is needed to improve the economy.

FIFTH SCHEDULE, *contd.*

The Planning Authorities will support proposals that will provide employment for residents thereby strengthening its rural economy.

It is important that lands of high agricultural value be protected and rationalized to preserve the economy of the area, especially in light of food security concerns related to climate change.

POLICY JBS SUE1 Development for agricultural production and agro-industrial development will normally be permitted in Junction/Bull Savanna Local Planning Area provided that such proposed developments are at suitable location where the infrastructural facilities are available and the character of the area will not be compromised.

POLICY JBS SUE2 Agricultural activities such as livestock farming which do not depend directly on the quality of the soil and which can contribute to the rural economy will normally be supported by the local planning authority on poor quality agricultural land, providing this does not affect the good agricultural land.

Local or corner shops serve an important function in communities as supplemental income is provided but also quick retail access for residents. Such facilities will, therefore, normally be supported at suitable locations and must not detract from residential amenities or produce vehicular congestion in the area. Monitoring however must be employed by the local planning authority to ensure against the proliferation of haphazard commercial development.

POLICY JBS SUE3 Proposals for corner shops in rural areas will be given consideration in appropriate locations and must not detract from the residential amenities of the area.

## CONSERVATION OF THE NATURAL AND BUILT ENVIRONMENT

*Natural Environment*

Junction/Bull Savanna Local Planning Area located in the south-eastern St. Elizabeth is a part of the Black River Watershed. A small part of the southern section is located in the Canoe Valley/Lovers Leap Conservation Area.

POLICY JBS C1 The local planning authority will co-operate with the relevant authorities responsible for conservation in the entire watershed to ensure that measures to control erosion are satisfactory and not detrimental.

POLICY JBS C2 The local planning authority will endeavour to persuade the relevant authorities not to encourage any form of

FIFTH SCHEDULE, *contd.*

agricultural or any housing activity which are in breach of conservation policies affecting the hilly terrain and the existing flora in the area.

POLICY JBS C3      The local planning authority along with the relevant authorities will seek to protect all underground sources of water within the local planning area.

POLICY JBS C4      The local planning authority will not grant planning permission for any developments which will result in the large scale removal of flora and fauna.

Located within the local planning area are a few caves, namely the Mud Hole Cave and the Chocolate Park Cave which play a vital role in the local ecosystem.

POLICY JBS C5      The Planning Authority will not permit any development which will result in the endangerment of any species or alter airflow/natural water flow of caves.

POLICY JBS C6      The Planning Authority will normally support eco-tourism developments which do not result in the alteration or degradation of caves and supporting ecosystems.

## WATER SUPPLY

According to STATIN 2011 census, approximately forty-six percent (46%) of residents within the local planning area have access to piped water to dwellings or yards, while the remaining percentage uses stand pipes, catchments and other water sources. However, due to the location of some housing units, and the terrain water is provided either by public catchments or private tanks. The existing water supply system needs to be improved and maintained, to ensure adequacy of the water system as the demand increases.

POLICY JBS WS1      The local planning authority will seek to protect natural water sources from contamination and will encourage the necessary works to be put in place to ensure access of piped water to all residents in the future.

POLICY JBS WS2      Rainwater harvesting will be encouraged by the Planning Authorities for residential, other developments and areas without public water supply

POLICY JBS WS3      Proposed developments in areas without a reliable piped water supply will be required to construct catchment tanks with adequate capacity to provide for the water supply requirements to satisfy their needs.

FIFTH SCHEDULE, *contd.*

## WASTE TREATMENT AND DISPOSAL

*Sewage*

There has been increasing recognition of the effects of sewage pollution on the ground water resources. Consequently, there is a determined effort to have sewage treated at least to a tertiary level in the Junction/Bull Savannah Local Planning Area. Environment, Health, and Planning Authorities are becoming more stringent with regards to the management of waste and sewage.

- POLICY JBS WT1      No permission will be granted for new developments or extensions unless the sewage treatment facilities proposed will treat the sewage to at least a tertiary level or any other safe and appropriate waste disposal technology as may be developed from time to time that is acceptable to the local planning authority and the other relevant agencies.

The 2011 Census revealed that approximately twenty-two percent (22%) of households in Junction/Bull Savanna LPA still use the traditional pit latrine as the means of sewage disposal. With irregularities in the piped water supply system and to ensure a healthy environment the minimum acceptable standard of a Ventilated Improved Pit latrine (VIP) will be acceptable while the ultimate aim should be to have a water closet in all buildings.

- POLICY JBS WT2      Permission will be granted to public or private developers who desire to develop a central sewage system for their development as long as the system does not conflict with surrounding land uses.

*Solid Waste*

The 2011 Census showed that garbage collection by the South Parks & Market Waste Management Limited (SPM) within Junction/Bull Savanna is fairly regular as approximately eighty-seven percent (87%) of residents have regular collection. However some methods of recycling should be introduced along with a repository in a central location.

- POLICY JBS WT3      The indiscriminate and unsatisfactory disposal of Waste will not be encouraged and the local planning authority will support the recycling of waste as much as possible as well as the attendant facilities.
- POLICY JBS WT4      The disposal of waste into sinkholes and caves will not be supported by the Planning Authority.

FIFTH SCHEDULE, *contd.*

## TREASURE BEACH LOCAL PLANNING AREA

*Background*

The Treasure Beach Local Planning Area formerly known as Pedro Plains is a diverse ecological region located along the south western section of St. Elizabeth. This local planning area is rich in cultural heritage and has an economy centred on agriculture, tourism and fishing. The local planning area is approximately 3,046 hectares and is relatively flat with several wetlands, series of fresh water ponds and minimal hilly areas.

Treasure Beach Local Planning Area, located to the east of the Black River and west of the Southfield Local Planning Areas, has a rich heritage with settlements dating to Tainos and more recent, the European settlers in the 17<sup>th</sup> century that invested in the construction of churches and schools in the community. Other investors built hotels, with the Treasure Beach Hotel being the first hotel in the area and spurred other tourism developments. Treasure Beach has been identified for increased residential densities with the implementation of tourism facilities and other amenities to satisfy the needs of both visitors and residents.

The population of the Treasure Beach Local Planning Area has decreased approximately 0.14 percent over the intercensal period of 2001 to 2011, from 3,396 to 3,348. It is projected that by the year 2030 the population will further decrease to approximately 3,260 persons should the growth rate remain constant.

## TRANSPORTATION AND TRAFFIC

*Road Network*

The Treasure Beach main road is the most traversed thoroughfare in the transportation of goods and services to other communities as well as for commuters to and from Junction and Black River. On street parking facilities are limited throughout the area and will be discouraged to prevent congestion and facilitate the smooth flow of traffic.

POLICY TB T1	To prevent congestion along the Southfield main road, the local planning authorities will not support on street parking in areas that are not suitable for such activity.
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Sidewalk facilities are part of the road reservation that should be used for the safe movement of pedestrians mainly the disabled. However, no provision has been made for sidewalks along the main or interior roads, making it unsafe for pedestrians. Hence, the implementation of this facility is required to separate and protect pedestrians from vehicular traffic. Any road rehabilitation program should include the implementation of sidewalk facilities equipped with rails and ramps for access by the disabled.

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FIFTH SCHEDULE, *contd.*

POLICY TB T2	The local planning authority will seek to ensure that any rehabilitation of the main road or any other roads carried out in the area will include adequate sidewalk facilities including ramps, for the use and safety of pedestrians and persons with disabilities.
POLICY TB T3	Where sidewalks are being established the Planning Authority will seek to ensure that these are complemented with planted verges and constructed so that access by the disabled is ensured.
POLICY TB T4	The local planning authority will seek to ensure that within the local planning area all intersections and roadways are constructed pursuant to relevant guidelines and equipped with proper lighting to give visibility to motorists and other road users.

*Vehicular Parking*

Along the Treasure Beach main road a mixture of services (namely commercial, light industrial and offices) generate vehicular and pedestrian traffic. Adequate parking facilities are, therefore, needed to accommodate and ensure the free and safe movement of traffic along the roadway.

POLICY TB T5	Any new developments or extensions will be required to provide adequate on-site parking facilities or where feasible a private car park on an alternate site in a suitable location to the satisfaction of the local planning authority.
POLICY TB T6	All new developments having outdoor parking lots shall make use of green and or permeable parking surface techniques.
POLICY TB T7	The local planning authority will seek the introduction of controlled parking zones where parking problems are serious and affect the operations of businesses.
POLICY TB T8	Proper signage showing 'parking' and 'no parking' zones should be placed in visible locations of the area to promote the orderly movement of traffic.

*Public Transportation*

The Treasure Beach Local Planning Area has relatively accessible entry and exit points linking it to other communities such as Black River, Southfield and Newell. Transportation is supplemented by a network of taxi services, many of which are unregulated. Notwithstanding this, taxis are a vital part of local transportation

FIFTH SCHEDULE, *contd.*

facilities. However, there is no designated transportation centre or lay-bys in the planning area. Operators pick up and let off passengers along the main road and turn around at the boundary of the local planning area.

- POLICY TB T9      The local planning authority will seek to establish a suitable multimodal transportation centre to accommodate taxis and stage carriers and/or will facilitate the construction of lay-bys and bus bays for the picking up and letting off of all passengers.

*Air and Sea*

It is expected that the Lionel Densham Aerodrome located in Newell, just north of the Treasure Beach community will assist in improving and diversifying transportation needs particularly for the tourism sector. Also, marine transportation can be incorporated to provide alternate modes of transportation within the area.

- POLICY TB T10      The Planning Authorities in conjunction with the relevant agencies will facilitate development proposals to improve the existing port facilities to modern standards and technologies as the need arises.
- POLICY TB T11      The Planning Authority will seek to identify a suitable area of land for the development of a multi-modal transportation hub with provisions for terrestrial and marine transportation options that may be developed over time.

## HOUSING

Housing developments within Treasure Beach are located mainly within the eastern section of the local planning area. The major residential communities are Beacon, Pedro Plains, and Calabash Bay with other residential developments occurring close to major access roads within the community. These consist of a mix of housing types, to include single family detached units that vary from good to poor condition. According to the 2011 population census the Treasure Beach Local Planning Area had a total of approximately 1,069 housing units. The present population density of Treasure Beach is 1.09 hectares per person. However, the approximated amount of dwelling units that would sufficiently house the 2011 population was 1,080 (using the national housing ratio of 3.1:1). Therefore, the total land requirement to adequately supply the area with housing units would be 60.5 hectares. The local planning area however, is declining in population growth and as such will only require 59 hectares of land by the year 2030. However, Treasure Beach is poised to be an attractive tourist destination possibly resulting in increased population.

- POLICY TB H1      The erection of any residential type development will be required to seek planning permission from the local

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FIFTH SCHEDULE, *contd.*

planning authority and conform to all required planning standards.

Within Treasure Beach are environmentally sensitive areas located mainly toward the south - southwest and along the coast. Consequently in an effort to protect these areas, control has to be exercised when reviewing development proposals.

In areas of conservation or environmental importance where low density accommodation or residential development is contemplated the density can be varied by the Planning Authorities.

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| POLICY TB H2 | Residential development will not be supported in the areas zoned as ecologically sensitive, conservation areas or in areas where such development would have a negative impact on the natural environment.   |
| POLICY TB H3 | All applications to the planning authority for new residential developments shall be accompanied by a landscape plan showing all existing trees and those to be removed, planted or replanted. Plants utilized should be native to the area.   |
| POLICY TB H4 | <p>The following density ranges shall apply across the local planning area and may be varied by the Planning Authorities based on the existing physical conditions in the area:</p> <ul style="list-style-type: none"><li>a. Density shall not exceed 250 habitable rooms per hectare (100 habitable rooms per acre) as indicated on Figure 1, with building heights not exceeding four (4) floors.</li><li>b. Density shall not exceed 125 habitable rooms per hectare (50 habitable rooms per acre) as indicated on Figure 1, with building heights not exceeding two (2) floors.</li><li>c. Density shall not exceed 75 habitable rooms per hectare (30 habitable rooms per acre) as indicated on Figure 1, with building heights not exceeding two (2) floors.</li></ul> |
| POLICY TB H5 | <p>Minimum setbacks from property boundaries for apartment/townhouse development:</p> <ul style="list-style-type: none"><li>i. 1.5m from the sides per floor up to a maximum of 4.5 metres.</li><li>ii. 1.5m from the rear per floor up to three (3) floors.</li></ul>   |



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FIFTH SCHEDULE, *contd.*

- iii. the front boundary should be in keeping with the existing building line or as stipulated by the local authority.

Treasure Beach is located in an area of high vulnerability and susceptibility to multiple natural hazards such as storm surges and flooding. Large increases in densities in these areas would be out of character with the surroundings. However within developments of eleven lots and over and where onsite sewage will be provided lot sizes may be a minimum of 370 square meters or could further be assessed individually by the relevant authorities. Densities for residential developments will take into consideration the characteristics of the area to include geology, slope and the existing character.

**POLICY TB H6** In areas of unstable geology or in areas of conservation or environmental importance where low density accommodation or residential development is contemplated, the development will be prescribed to strict stipulations or conditions and must adhere to the recommendations of the relevant Planning Authorities.

Housing developments in areas where there are large agricultural parcels the authorities will support homesteads and/or farmsteads as shown on Inset No. 4 to maintain and promote the agricultural use in the area.

**POLICY TB H7** Where large parcels exist in areas characterized by mainly agricultural uses the local planning authority will be minded to support the use of such land as farmsteads or homesteads provided that required planning standards are met. (See LPA 1 and 2).

In sections of the local area where there is a mixture of residential and commercial uses, the commercial use will be dominant and positioned toward the front of the designated lot/s.

**POLICY TB H8** Planning permission will only be granted for commercial development within housing areas if it provides an essential service or facility to the community and has no adverse impact upon the amenity of neighbouring properties.

**POLICY TB H9** Proposals for change of use of a residential property to a non-residential use will be permitted only if the non-residential activity is compatible with residential uses and is normally carried out in the day time and the amenity, privacy and enjoyment of neighbouring dwellings are not adversely affected.

**SOCIAL AMENITIES**

Social amenities within the Treasure Beach Local Planning Area are limited; hence, residents travel to and rely on communities namely Black River, Junction

FIFTH SCHEDULE, *contd.*

or Southfield to get the needed services. The social amenities present are a police station, recreational centre and schools ranging from early childhood to secondary levels.

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| POLICY TB SA1 | Developments that would decrease or eliminate any of the social facilities in the Treasure Beach Local Planning Area will not be supported unless being replaced with a similar facility of equal or greater stature in the locality. |
| POLICY TB SA2 | The local planning authority will support the development of suitable social facilities that will supplement the Treasure Beach Local Planning Area.  |

*Recreation/Open Space*

Recreational spaces are a great amenity value to any local planning area. The Treasure Beach Sports Park is one facility designated for recreational use by both the local and international communities as it is the home for Sports Tourism. There is also the Western Jamaica Camp Site within this local planning area which is used periodically by campers. It is the aim of this order to preserve and protect the recreational spaces within the local planning area; hence, policy guidelines to safeguard these facilities need to be observed.

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| POLICY TB SA3 | The Planning Authority will support the upgrade of existing recreational facilities and promote the provision of new social/civic facilities for the community.  |
| POLICY TB SA4 | The location, siting and design of recreational space must take into account the need to provide safe access, road safety, supervision, the need to avoid nuisance to residents and should also take into account the needs of all users including the disabled. |
| POLICY TB SA5 | No structure shall be allowed on any public open space that does not complement the use thereof (e.g. Telecommunication Towers and billboards, <i>etcetera</i> ).  |

*Educational Facilities*

Educational and institutional buildings within the local planning area are in good condition. However, over time these may require upgrading or expansion and should include facilities for the disabled.

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| POLICY TB SA6 | New proposals for educational and institutional uses will be assessed on their own merit and shall conform to all required planning standards including facilities for the disabled. |
| POLICY TB SA7 | The local planning authority will support the upgrading and refurbishing of educational and institutional facilities   |

FIFTH SCHEDULE, *contd.*

by the relevant agencies and ensure that plans include facilities for the disabled.

- POLICY TB SA8 Building heights for schools and churches shall not exceed three and two storeys, respectively.

*Cemetery*

The local planning area lacks a public cemetery and no available lands exist within that area for that proposal. In this regard the local planning authority should explore and promote other interment options which conserve land space or which may be incorporated into public open space.

- POLICY TB SA9 The local planning authority will support the use of crematoria and other approved interment options provided that the relevant planning, health and environmental standards are met.

## URBAN ECONOMY

Treasure Beach is home to many seafood restaurants, numerous hotels and historical/ecological attractions. The Planning Authorities will normally support the enhancement and further development of local based tourism facilities to encourage visitors and activities that would add to the economic growth of the area. However, these developments should be compatible with the character and amenities of the area and the interests of local residents should be safeguarded.

- POLICY TB UE1 The local planning authority will consider favourable proposals for new commercial and office activities in the Treasure Beach Local Planning Area, which would increase the range and quality of the local facilities and services, and are readily accessible to residents.

- POLICY TB UE2 For commercial and office uses, the following standards shall apply:

- (i) Buildings shall not normally exceed two (2) storeys in height. However, the authorities may consider a height of three (3) storeys in exceptional circumstances.
- (ii) Buildings should adhere to a floor area ratio of 0.5
- (iii) Plot coverage not exceeding  $33\frac{1}{3}\%$

- POLICY TB UE3 Tourism projects based on cultural heritage, ecotourism and short stay accommodation will be encouraged

FIFTH SCHEDULE, *contd.*

provided that these conform to the prescribed historical, environmental and planning guidelines.

- POLICY TB UE4      Development in the area which improves or expands the range of tourist facilities will normally be permitted provided the requisite guidelines set out by the relevant authorities are followed.

Tourism activities are poised to be the major economic generators for Treasure Beach. Cottage industries can contribute to the tourism product and can assist in attaining gainful employment for the residents.

- POLICY TB UE5      Light industrial, cottage and service industries which are compatible with the general character of the area and have no adverse impact on the environment will be encouraged in the Treasure Beach Local Planning Area.

- POLICY TB UE6      The Planning Authority will be minded to support bed and breakfast type developments in order to foster greater community participation in the tourism industry.

## SUB-URBAN ECONOMY

The main sub-urban economic activities in the Treasure Beach Local Planning Area are agriculture and tourism. Aqua-culture a large part of the agricultural sector supports both residents and businesses across the local planning area. Lands reserved for fishing beaches will remain in its designation as this will protect the areas selected and provide economic gain in the community. This will also enable fishermen to provide on/off site facilities necessary for an efficient operation both in terms of anchorage and supply of materials and equipment needed for the operations thereof.

- POLICY TB SUE1      Public fishing beaches shall be used specifically for that purpose and the Planning Authority will only grant permission for activities directly related to the fishing industry at these locations.

- POLICY TB SUE2      The Planning Authority will support development to facilitate the rehabilitation of the fishing beaches including storage, selling and waste disposal facilities that will enhance and be more attractive to customers.

The agriculture and fishing industries overtime have faced several challenges, whether natural or manmade. Consequently, the industries should be safe guarded, so as to protect the livelihood of the communities that would be at risk.

- POLICY TB SUE3      The Planning Authority will not support any developments that will have any adverse affect on the environment and subsequently affect the fishing and agricultural industries.

FIFTH SCHEDULE, *contd.*

## TOURISM

The Treasure Beach Local Planning Area has tremendous potential to further develop its tourism product because of its history, location and areas of outdoor recreational potential. The area is home to various types of tourism to include: cultural, heritage, health, sports, nature, ecotourism and geotourism. The expansion of these activities coupled with the resort/hospitality tourism options will be supported in the planning area. Also the implementation of information centres, interpretation services and trail routes can also be implemented as these create employment opportunities for local residents. These facilities will be encouraged in areas which can be satisfactorily accessed while the sea and sand type tourism will be along the coast of Treasure Beach. The policies under Urban Economy will also apply.

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| POLICY TB TO1 | The Planning Authority will normally support proposals for ecotourism and heritage-tourism activities as long as the developments are not detrimental or incompatible with the natural environment.   |
| POLICY TB TO2 | Proposals for new or improved tourism facilities and attractions will be supported on appropriate sites subject to the siting, design, environmental and visitor management considerations being satisfactory.  |
| POLICY TB TO3 | The Planning Authority will support proposals for development of small-scale cottage type accommodations such as villas and guesthouses as long as these are not detrimental or incompatible with the natural environment of the area.                                  |
| POLICY TB TO4 | Development which improves or expands the range of tourist facilities in the area will be permitted, provided that it would not be detrimental to the character and appearance of the locality and the amenities of residents.  |
| POLICY TB TO5 | The developer of any overwater structure must obtain the necessary licence and permit from the Natural Resources Conservation Authority (NRCA) and the required planning approval from the Planning Authorities before proceeding with the development.(See SP OWS 8-7) |

## CONSERVATION OF THE NATURAL AND BUILT ENVIRONMENT

*Natural Environment*

The Treasure Beach Local Planning Area lies at an elevation ranging from 1m–80m above sea level and has a high water table as it is located along the coast going inland. The geology is composed of windblown sand, alluvium, swamp and

FIFTH SCHEDULE, *contd.*

marsh lands. Due to its location, in times of severe weather the area suffers from severe storm surge and flooding. These occurrences are compounded by the area's vegetation cover being primarily marshlands and mangroves with patches of low grasslands which consists of varying flora and fauna. There also is an abundance of surface ponds located in Treasure Beach example the Great Salt Pond and other smaller ponds.

POLICY TB C1      Due to the increased susceptibility to multiple hazards along with fragile ecosystems present, permanent structures will not normally be supported along the coast of the local planning area and in areas zoned for conservation. Development in these areas will be assessed on a case by case basis.

POLICY TB C2      Planning permission will not be granted for developments which will cause destruction of mangroves, ponds or other ecologically sensitive areas which protect the coastline and which are also habitats for a wide variety of wildlife species.

The encroachment and destruction of protective wetlands, traditional methods of clearing land for agricultural use and the implementation of developments along coastal areas in Treasure Beach may cause shoreline erosion, pollution, and depletion of fish stocks. These activities need to be addressed so as to maintain a balance of land uses and ecological systems within the local planning area.

POLICY TB C3      New developments or extensions which will adversely affect the coastline or destroy the nesting, roosting or feeding sites of wildlife will not normally be allowed.

POLICY TB C4      Planning permission will not normally be granted for any development which would result in the significant loss of flora and fauna unless it can be shown that there will be no material effect upon the environment and amenity of the surrounding area.

POLICY TB C5      Planning permission will not be given for any form of development which will result in the disruption or blockage of any natural channels for run off.

POLICY TB C6      In areas where development is permitted adjacent to the ponds and other water bodies, the setback shall be a minimum of 50 metres from the edge or the banks and may be varied by the Planning Authorities.

The coastal zone is also very dynamic as areas such as Pedro Plains have a very narrow coastal plain inclusive of beaches developing between rocky headlands.

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FIFTH SCHEDULE, *contd.*

Several caves can also be found along this stretch of coastline and were developed as a result of wave action on the foot of the cliffs. There are also bathing beaches located in the area which adds to the amenity value of the community. It is prudent that the relevant authorities restrict the intensity of development within these general areas. The Authority will seek to ensure that residents are able to have access to the beaches and coastline.

POLICY TB C7      Planning permission will not be granted for any development which will restrict residents from gaining access to the beaches via established pathways for bathing or recreational use.

Along the coast of Treasure Beach are caves, stands of mangrove vegetation and beaches. There are many coastal indentations and bays that are used mainly for recreational purposes and fishing. These areas should be preserved and kept as much as possible in its natural state so as to maintain its stability.

POLICY TB C8      The Planning Authority will only permit developments not detrimental to the environmental quality of the surroundings or materially detract from the un-spoilt scenic quality of the undeveloped coast.

POLICY TB C9      Permission will not be granted by the Planning Authority for any mining or removal of sand from the beach to aid in construction or any other activity unless the requisite approvals are given by the Relevant Authority.

POLICY TB C10     The local planning authority in dealing with developments will institute strategies to mitigate against the effects of climate change such as storm surges and erosion within the coastal areas in the Treasure Beach Local Planning Area.

## WATER SUPPLY

Potable water throughout the Treasure Beach Local Planning Area is supplied to eighty-eight percent (88%) of the population by the National Water Commission. The remaining population access water privately by use of catchment tanks, wells, ponds, springs and to a small extent rainfall. However, it is a major objective of this order to have all housing units connected to the public water supply system or equipped with water catchment tanks.

POLICY TB WS1     The relevant authorities will ensure that the existing public water supply systems are improved to adequately service the local planning area.

FIFTH SCHEDULE, *contd.*

- POLICY TB WS2 All new developments shall be required to provide rain water harnessing facilities or other suitable water sources to satisfy the needs of the development.

The recycling of grey water and the harvesting of rain water should be considered as a sustainable alternative for water supply. Hence, the reuse of waste water from baths and showers should be promoted and used to water gardens and flush lavatories, therefore, lessening the domestic water consumption.

- POLICY TB WS3 The use of rain water and recycled grey water will be encouraged and provision should be made for this in development proposals.

- POLICY TB WS4 New developments which are served with a piped domestic water supply system are encouraged to make provision for the use of rain water/grey water for the watering of plants and gardens.

## WASTE TREATMENT AND DISPOSAL

*Sewage*

Treasure Beach Local Planning Area is not sewered and the traditional sewage disposal techniques, for example septic tanks accounts for approximately seventy-four percent (74%), while absorption pits and ventilated improved pit latrines account for roughly twenty percent (20%) of the population. The remaining percentage uses other sewage disposal techniques. There has been increasing recognition of the effects of sewage pollution on ground water resources; hence, a determined effort is being made to have sewage treated to a tertiary level in the Order Area.

- POLICY TB WT1 For new buildings or extensions the proposed sewage treatment facilities must be to a tertiary level and for trade effluent the pre-treatment standards should be as stipulated by the Ministry of Health.
- POLICY TB WT2 Notwithstanding original conditions of approval, to protect the environment, it is expected that on the introduction of central sewage all developments should connect to the public central system within a reasonable time as determined by the National Water Commission.

*Solid Waste*

Supporting data from the 2011 STATIN Population Census revealed that approximately eighty-seven percent (87%) of the residents have access to public garbage collection. Ten percent (10%) dispose of solid waste mainly by burning



FIFTH SCHEDULE, *contd.*

while a minimal three percent (3%) use private collectors. The proper methods of solid waste disposal have to be implemented to minimize possible occurrence of pollution.

POLICY TB WT3      The local planning authority will ensure that garbage receptacles are placed at strategic locations to serve residents and other entities within the local planning area.

## BALACLAVA LOCAL PLANNING AREA

*Background*

Balaclava is a rural community located in north-eastern section of St. Elizabeth bordering the parish of Manchester and is classified as a District Centre (National Physical Plan 1978–1998). The area is approximately 1,199 hectares in area and is predominantly hilly in nature as it is located in the Nassau Mountain at the edge of the Cockpit Country. The area has a land capability of Class II and III with areas that are susceptible to erosion.

The Balaclava Local Planning Area is located approximately 31 km north east of Black River, the parish capital and 8 km east of Siloah. The area comprises smaller communities such as section of Wallenford in the north, Oxford Estate in the east, Union in the South and Mexico in the west.

It is a farming community and was established around the Arscott and Sherman Plantations in the late 1700s. Today, agriculture occupies approximately twenty percent (20%) of land area; residential accounts for twenty-five percent (25%), nineteen percent (19%) is occupied by a mix of other uses such as commercial, light industrial and social services/amenities while the remaining percentage is undeveloped.

Residential uses along with recreational areas and few small shops are primarily located within the interior along parochial roads and sections of the secondary roads. Larger commercial entities, light industries, offices and social services are located on Union to Oxford Secondary Road within the urban core.

The Balaclava Local Planning Area had a population of 2,452 persons in 2011; a decrease of 9.25 percent (2,702 persons) since 2001. During this inter-censal period (2001–2011) a growth rate of -0.97 percent was recorded. Assuming that this growth rate remains consistent it is projected that in 2021 the population of the Balaclava Local Planning Area will decrease to 2,225 persons and 2,038 persons by the year 2030. (*Population Census, Age and Sex, STATIN 2011*).

## TRANSPORTATION AND TRAFFIC

The Union to Oxford Secondary Road is the main thoroughfare that runs east to west. There are other secondary roadways such as the St. Paul's secondary

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FIFTH SCHEDULE, *contd.*

Road and the Marlborough Parish Council Road. Transportation modal options are limited to public vehicles such as taxis, mini buses and other private motor vehicles.

*Road Network*

Roadways within the Balaclava Local Planning Area consist of single and double lane narrow roads with limited sidewalk facilities. Majority of these roadways are in need of improvement and road widening in some areas.

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| POLICY B T1 | The local planning authority will seek to ensure that any rehabilitation of the main road or any other roads carried out in the area will include adequate sidewalk facilities where absent, for the use and safety of all pedestrians inclusive of persons with disabilities. |
| POLICY B T2 | The local planning authority will seek to develop a road widening, improvements and maintenance programme to address the needs of the local population.  |
| POLICY B T3 | The local planning authority will seek to ensure that within the planning area all intersections and roadways are equipped with ramps and proper lighting to give visibility to motorists and all pedestrians including disabled persons.                                      |

*Parking*

Residential parking is normally permitted along interior roads within a subdivision or lot. Currently, designated parking areas are limited. Vehicles are often parked along roadsides inhibiting pedestrian and vehicular movement at times.

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| POLICY B T4 | All new developments and extensions shall be required to satisfy the parking requirements on site unless such provisions can be met elsewhere pursuant to the stipulations of the Development and Investment Manual, Volume 1, Section 1-Planning and Development, to the satisfaction of the Planning Authorities and as stipulated in Appendix 8 and Figure 2 of this Order. |
| POLICY B T5 | All new developments having outdoor parking lots shall make use of green and or permeable parking surface techniques.  |

*Public Transportation Centre*

The Balaclava Local Planning Area has one Transportation Centre which is currently insufficient to accommodate the number of existing taxis that traverse the locality. As a result taxis are parked on the roadways especially within the urban core. Additionally the setting down and picking up of passengers take place

FIFTH SCHEDULE, *contd.*

arbitrarily along road ways. This practice is not safe and can cause obstruction to other commuters.

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| POLICY B T6 | The local planning authority will ensure that the main transport routes are provided with lay-bys to allow public passengers including disabled persons to embark and disembark safely along with a central collection point.  |
| POLICY B T7 | The local planning authority will identify and secure suitable lands for the establishment of a transportation centre. All public passenger vehicles operating within the town will be expected to operate from this facility. |
| POLICY B T8 | The local planning authority will seek to ensure that the centre is provided with amenities necessary for the use and comfort of commuters including the disabled.   |

*Railway*

Trains as a means of public transportation have not been operated within Jamaica for a number of years. Within the Balaclava Local Planning Area several railway lines still exist along with the historic Balaclava Railway Station. There is need to diversify the transportation system and by extension the various modes of transport.

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| POLICY B T9  | The local planning authority will support the restoration of railway transportation within the Order Area by encouraging the relevant agencies to preserve the existing infrastructure in consultation with the Jamaica National Heritage Trust as an attraction for Jamaicans and foreign visitors. |
| POLICY B T10 | The local planning authority will not support any development within the railway reservation which is not in keeping with the reintroduction of railway transportation for whatever purpose within the Order Area.   |

## HOUSING

A total of 849 dwellings units were recorded in 2011 (*Population Census, Housing, STATIN 2011*) in the Balaclava Local Planning Area consisting of 793 households. Using the average household size of 3.04 persons a surplus of 42 dwelling units was revealed.

Housing units are predominantly one storey single family detached concrete structures. Although data reveals a decreasing population for the planning area lands should be preserved for additional residential development should the situation reverse and results in a demand.

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FIFTH SCHEDULE, *contd.*

The appropriate policies in the Housing Sector Policies of this Order may be applied where applicable.

POLICY B H1            The local planning authority will normally support housing developments on suitable lands, which will appropriately satisfy the demand for residential housing and associated infrastructure within the local planning area.

Multi-family housing units are not in demand due to the character of local planning area. However, if the need/demand arises for such developments these will be permitted within areas zoned for residential purposes and each development would have to be assessed on its own merits. These should be properly sited and designed to be compatible with the character of the area.

POLICY B H2            New residential developments in the area shall be compatible with the nature and character of existing development.

POLICY B H3            The erection of any multi-family type developments should conform to all required planning standards and should provide adequate amenity areas and parking.

POLICY B H4            Applications for new housing developments will not be supported by the Planning Authority in areas where there is an existing deficiency in the provision of water supply unless this can be made good within a reasonable time period.

POLICY B H5            Residential development should not normally exceed two stories in height, be setback from property boundaries as stipulated in Appendices 11 and 21 and satisfy the necessary planning standards as stipulated by the Planning Authority.

The use of a density range allows developers to vary the size and types of dwellings on a site. Housing solutions should be integrated within the locality based on compatibility with the rural character of the area.

POLICY B H6            The following density ranges shall apply across the local planning area and may be varied by the Planning Authorities based on the existing physical conditions in the area:

- a.    Density shall not exceed 125 habitable rooms per hectare (50 habitable rooms per acre) as indicated on Figure 1, with building heights not exceeding four (4) floors.

FIFTH SCHEDULE, *contd.*

- b. Density shall not exceed 75 habitable rooms per hectare (30 habitable rooms per acre) as indicated on Figure 1, with building heights not exceeding two (2) floors.

POLICY B H7 In areas of steep slopes or unstable geology or in areas of conservation or environmental importance where low density accommodation or residential development is contemplated, the development will be prescribed to strict stipulations or conditions and must adhere to the recommendations of the relevant Planning Authorities. Guidelines from Appendix 22 also applies.

POLICY B H8 Minimum setbacks from property boundaries for apartment/ townhouse development:

- i. 1.5m from the sides per floor up to a maximum of 4.5 metres.
- ii. 1.5m from the rear per floor up to three (3) floors.
- iii. the front boundary should be in keeping with the existing building line or as stipulated by the local authority.

## SOCIAL AMENITIES

There are certain social facilities that are lacking within the local planning area such as public recreational open spaces and burial sites. Social facilities that exist include a range of educational facilities, library, police station, courthouse, post office, several churches, bank, health centre and community centre.

POLICY B SA1 The local planning authority should seek to identify lands that are suitable to site essential social facilities that are lacking.

POLICY B SA2 Developments that would decrease or eliminate any of the existing social facilities listed above will not be supported unless being replaced with a similar facility of equal or greater stature in the immediate neighbourhood.

POLICY B SA3 The use of the existing social facilities for other compatible uses will be supported by the Planning Authorities provided the individual requirements are met, would not be out of character with the area and be accessible to the disabled.

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FIFTH SCHEDULE, *contd.**Recreational Area and Open Space*

Public recreational facilities such as playing fields and parks are lacking within the local planning area. The residents have emphasized the need for such amenities and the local planning authority should identify lands within the locality that are suitable for a public playing field inclusive of a park with seating infrastructure.

POLICY B SA4      The local planning authority should seek to identify lands that are suitable for a public playing field inclusive of a park with seating infrastructure.

POLICY B SA5      No structure shall be allowed on any public open space that does not complement the use thereof (e.g. Telecommunication Towers and billboards, *etcetera*).

The existing community centre is satisfying the Balaclava Local Planning Area. However, it is recommended that the facility be upgraded to include skill training opportunities.

POLICY B SA6      The local planning authority will support the upgrading of the Balaclava community centre for institutional purposes.

*Education/Institutional*

There are six educational facilities located within the local planning area ranging from early childhood to secondary institutions. Catchment areas are from the locality and surrounding communities.

Currently enrollment for all educational facility in the locality have not exceeded capacity and as such there are no current plans or need for expansion. However with population growth, it is assumed that the school population will also increase creating a need for expansion or a new facility.

POLICY B SA7      The local planning authority will support the expansion or development of new educational facilities as the need arises.

POLICY B SA8      Building heights for schools and churches shall not exceed three and two storeys, respectively.

POLICY B SA9      Minimum setbacks from property boundaries for schools and churches are:

- (i) 1.5m (5 feet) from the sides
- (ii) 3m (10 feet) from the rear
- (iii) 6m (20 feet) from the front

FIFTH SCHEDULE, *contd.**Cemetery*

The local planning area lacks a public cemetery and no available lands exist within that area for that proposal. In this regard the local planning authority should explore and promote other interment options which conserve land space or which may be incorporated into public open spaces.

- POLICY B SA10      The local planning authority will support the use of crematoria and other approved interment options provided that the relevant planning, health and environmental standards are met.

## URBAN ECONOMY

Commercial, office and service entities are located along the Union to Oxford Secondary Road in the vicinity of the “urban core” which can be defined as that area from the Balaclava Police Station and along this secondary road to where it meets the Marlborough Parish Council Road.

Commercial facilities are mainly small plazas, bars, whole sale outlets and shops. There is also a small gas station and a Peoples Co-operative Bank along this stretch.

Lands for economic activities other than agriculture amount to 2.62% of the land space. This implies that the local planning area is not self-sustaining and economic prosperity is not growing. Lands will be zoned and identified on the Balaclava Proposed Land Use Map (Inset No.5) to accommodate additional economic opportunities.

- POLICY B UE1      The local planning authority along with other relevant authorities will seek to implement strategies to invest in the revitalization and infrastructure of the urban centre.
- POLICY B UE2      The local authorities will seek to develop the urban economy of the local planning area through reservation and the identification of suitable sites for the diversification of various compatible uses.
- POLICY B UE3      For commercial and office uses, the following standards shall apply:
- (i) Buildings shall not normally exceed two (2) storeys in height. However, the authorities may consider a height of three (3) storeys in exceptional circumstances.
  - (ii) Buildings should adhere to a floor area ratio of 0.5

FIFTH SCHEDULE, *contd.*(iii) Plot coverage not exceeding  $33\frac{1}{3}\%$ 

POLICY B UE4	The local planning authority will ensure that all large scale commercial developments in the planning area have no adverse impacts on the site to be developed or on neighbouring sites or developments in the area for which the proposal is submitted.
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Mixed use activities present throughout the area, are mainly residential and agricultural. Mixed uses such as residential and commercial activities adjoining each other will be encouraged to enable buildings to be used to their full potential and introduce life to the town, especially at nights when most activities cease operations. However, where land uses are incompatible this will not be encouraged.

POLICY B UE5	Compatible mixed uses that satisfy the needs of the residents and create additional jobs will be encouraged by the local planning authority.
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POLICY B UE6	The local planning authority is disposed towards home based cottage industries in areas which are compatible with the existing surrounding developments and will not be harmful to the environment.
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## SUB-URBAN ECONOMY

The economic base of the local planning area is predominantly dependent on agriculture. Cultivation ranges from large scale farming of sugar cane and oranges to small cash crops such as bananas and ground provisions. Agricultural lands, therefore, needs to be safeguarded against other activities which will reduce its potential and diminish this source of income to residents.

POLICY B SUE1	The local planning authority will ensure the protection and conservation of productive agricultural lands and will give priority to agricultural uses over other uses, especially in light of food security concerns related to climate change.
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POLICY B SUE2	Planning permission will not be granted for any development proposals that would have a detrimental effect on productive or potentially productive agricultural lands.
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POLICY B SUE3	The local planning authority will give due consideration to the establishment of agro industrial development at suitable locations where the infrastructural facilities are available and where surrounding amenities will not be adversely affected.
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FIFTH SCHEDULE, *contd.*

The Balaclava Local Planning Area has an agricultural land capability of Class II/III lands with areas that are susceptible to erosion. The lands are classified as arable lands and are ideal for cultivation. Other agricultural activities such as livestock rearing, apiculture and greenhouse uses will be supported for economic growth. However, some of these may require planning permission and should conform to the stipulation of the Planning Authority.

POLICY B SUE4      Activities such as livestock rearing and other intensive agricultural uses which contribute significantly to the rural economy will be encouraged on agricultural land where this is possible.

## CONSERVATION OF THE NATURAL AND BUILT ENVIRONMENT

*Natural Environment*

The topography of the Balaclava Local Planning Area is hilly and is characterized by agricultural activities. However, there are sections that are heavily vegetated with shrubs and large trees.

POLICY B C1      The local authority will preserve stands of trees and woodlands that are of ecological value by placing these under Tree Preservation Orders.

POLICY B C2      Planning permission will not be granted for any form of development that will in anyway result in wanton destruction of the heavily vegetated areas.

The One Eye and Rotten Gut Rivers and tributaries of the Black River, traverse sections of the north eastern region of the local planning area. These rivers are at times used for domestic and agricultural purposes. The existing vegetation, and natural water courses within the locality enhances the amenity of the area and should be protected.

POLICY B C3      All rivers and streams will be preserved for domestic, agricultural and recreational purposes and the local planning authority will not grant permission within their reaches for any activity that will defeat this purpose.

POLICY B C4      Planning permission will not be given for any form of development which will result in the disruption or blockage of any natural run off channel.

POLICY B C5      The Planning Authorities will ensure that environmentally sensitive or vulnerable areas should be reserved as natural areas and greenbelt preserves for recreation whenever possible and used as open space buffers between incompatible land uses.

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

The Balaclava Railway Station is listed as a Heritage Site by the Jamaica National Heritage Trust (JNHT). The station was erected in 1892 and is a Jamaican Georgian architectural two storey building.

POLICY B C6            The local planning authority will not grant permission for any development within a declared national heritage area/site that would alter the character and ambiance of any such building without the approval of the Jamaica National Heritage Trust.

POLICY B C7            All Proposals for the alteration, use and extension of declared national historical buildings should be approved by the Jamaica National Heritage Trust and be in keeping with preservation guidelines.

The St. Luke Anglican Church located within the community is an area of interest as many victims of the Kendal Train Crash (1957) are buried in its cemetery. The cemetery is also the burial site for the Arscott and the Sherman families who were major contributors to the growth and development of the Balaclava local planning area in the late 1700s. Therefore, the owners of this property should ensure that it is well kept in the interest of the area's history.

Policy B C8            Owners of property on which there are historic relics will restore and preserve these or ensure preservation and restoration in keeping with the period architecture and the permission of the Jamaica National Heritage Trust.

## WATER SUPPLY

The Balaclava Local Planning Area public water supply is currently provided by the National Water Commission through a series of pump and lift stations that provide potable water to sixty-eight percent (68%) of households. Twenty-seven percent (27%) source their water privately, while the remaining five percent (5%) obtain potable water by other means. (Statistical Institute of Jamaica Population Census Data 2011))

POLICY B WS1           The relevant authorities will ensure that the existing public water supply systems are improved to adequately service the local planning area.

Residents in areas where public water facilities are absent or unreliable still rely on rivers, streams and catchment tanks for their supply of water. In these areas rainwater harvesting should be considered as an alternative as this is an economical, safe and sustainable source of water when captured and stored in a suitable manner. The use of catchment tanks should be encouraged.

FIFTH SCHEDULE, *contd.*

- POLICY B WS2 All new developments shall be required to provide rain water harvesting facilities or other suitable water source to satisfy the needs of the development.

The recycling of grey water and harvesting of rain water should be considered as a sustainable alternative for water supply. Waste water from basins, baths, and showers can be recycled and used for example, to flush lavatories or to water gardens. In this way domestic water consumption can be substantially reduced, thus decreasing the demand on potable water.

- POLICY B WS3 The use of rain water and recycled grey water will be encouraged and provision should be made for this in development proposals.

- POLICY B WS4 New developments which are served with a piped domestic water supply system are encouraged to make provision for the use of rain water/grey water for the watering of plants and gardens.

## WASTE TREATMENT AND DISPOSAL

*Sewage Disposal*

The local planning area is not centrally sewered. Currently septic tanks and absorption pits are primary used throughout the locality. Other suitable systems which treat to a tertiary level will be considered. It is however expected that once the area is sewered all existing and new developments will connect to the public central sewer system within a reasonable timeframe as indicated by the Planning Authority or the responsible authority.

- POLICY B WT1 In the absence of a central sewage system the following sewage disposal methods may be permitted in appropriate situations:

- (i) septic tanks and tile field or other tertiary systems
- (ii) Any other safe and appropriate waste disposal technology as may be developed that is acceptable to the Planning Authorities and other relevant agencies.

Although there is access to piped water, discharge of sewage should be by means of one of the methods approved for such situations. This should however, have regards to the type of building, intensity or scale of development, lot size, soil characteristics, sources of ground water and topographical conditions existing in the area.

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FIFTH SCHEDULE, *contd.*

- POLICY B WT2 For single family houses on lots of five hundred and eighty square metres (580m<sup>2</sup>) the treatment and disposal of sewage should be by means of septic tank and tile field with grease trap incorporated, or any other approved methods, where the soil is considered suitable.

*Solid Waste Disposal*

The National Solid Waste Management Authority has the mandatory duty for the collection of solid waste within the Local Planning area. Data provided by STATIN Population census (2011) show that only fifty-one percent (51%) of households within the area benefit from public garbage collection by the NSWMA. Forty-two (42%) burn their garbage and this practice can have adverse effect on the residents and amenities within the local planning area.

- POLICY B WT3 The indiscriminate and unsatisfactory disposal of waste will not be encouraged and the local planning authority will support the routine collection and recycling of such waste as much as possible.
- POLICY B WT4 All developments will be required to make adequate provision for the storage and collection of waste matter which should if possible be sorted into non-recyclable and recyclable categories.
- POLICY B WT5 The disposal of waste into sinkholes and caves will not be supported by the Planning Authority.

## SOUTHFIELD LOCAL PLANNING AREA

*Background*

The Southfield Local Planning Area is located along the coast in the southern section of the parish. It is approximately 8 kilometres west of the Lacovia Local Planning Area and 30 kilometres east of Black River, the parish capital. The local planning area spans an approximate area of 2,024.07 hectares (5,002 acres) and is comprised of mixed land uses that are required to ensure sustainable development of the area.

Southfield was once a thriving agricultural community which over time has developed into mainly an area with residential developments and other social and community uses. The area possesses some of the major requirements for a local planning area including churches and commercial facilities. In addition it contains the historical Lovers Leap which is an attraction for visitors, both locally and internationally.

According to the 2011 STATIN population census, Southfield's population was approximately 4,314 persons, 415 persons more than the previous censal period which was 3,899. The population is projected to be approximately 5,232 persons in the year 2030 if the continued growth rate of 1.02% is maintained.

FIFTH SCHEDULE, *contd.*

## TRANSPORTATION

*Road Network*

The Southfield main road is the major thoroughfare used in the transportation of the population, goods and services to communities in and around the local planning area. It is the major access road for traffic commuting to and from Treasure Beach, Junction and Black River among other communities. On street parking will be discouraged along this roadway to prevent congestion thereby facilitating the smooth flow of traffic.

POLICY SF T1            To prevent congestion along the Southfield main road, the local planning authorities will not support on street parking in areas that are not suitable for such activity.

The road conditions in the local planning area vary from good to poor on parochial roads which are consistent with some of the other minor roadways. Sidewalk facilities are limited throughout the area and with the projected increase in population, giving rise to increased vehicular movement, the implementation of these facilities are required to separate and protect pedestrians from vehicular traffic.

POLICY SF T2            The local planning authority will seek to ensure that any rehabilitation of the main road or any other roads carried out in the area will include adequate sidewalk facilities where absent, for the use and safety of all pedestrians including wheel chair users and other disabled persons.

POLICY SF T3            The local planning authority will seek to ensure that within the planning area all intersections and roadways are constructed pursuant to relevant guidelines and equipped with ramps and proper lighting to give visibility to motorists, pedestrians and disabled persons.

*Vehicular Parking*

Along the Southfield main road and within the Southfield town centre there is a mixture of services (commercial, light industrial and offices) that generate a significant amount of vehicular and pedestrian traffic. Adequate parking facilities are, therefore, needed to accommodate and ensure the free and safe movement of traffic along the roadway.

POLICY SF T4            Any new developments or extensions will be required to provide adequate on-site parking facilities or where feasible a private car park on an alternate site in a suitable location to the satisfaction of the local planning authority. Adequate provision should also be made for delivery vehicles on the premises.

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FIFTH SCHEDULE, *contd.*

POLICY SF T5	The local planning authority shall implement parking arrangements for disabled persons which will be in accordance with Appendix 8 and Figure 2.
POLICY SF T6	All new developments having outdoor parking lots shall make use of green and or permeable parking surface techniques.
POLICY SF T7	The local planning authority will seek the introduction of controlled parking zones where parking problems are serious and affect the operations of businesses.
POLICY SF T8	Proper signage including “parking” and “no parking” zones should be placed in visible locations of the local area to promote the orderly movement of traffic.

*Public Transportation Centre*

The main mode of transportation within this local planning area is by means of private and public transport. There is no designated transportation centre or taxi stand to facilitate public transportation in and out of Southfield. As a result, buses and taxis use the vicinity of the commercial hub to wait for commuters.

The picking up and setting down of passengers take place arbitrarily along the roadways as there are limited bus stops throughout the area. To prevent obstruction along the roadways a central and multimodal transportation hub and additional bus stops or lay-bys are required to be implemented within Southfield.

POLICY SF T9	The local planning authority will seek to establish a suitable multimodal transportation centre to accommodate taxis and stage carriers and/or will facilitate the construction of lay-bys and bus bays for the picking up and letting off of passengers with the necessary facilities for the disabled.
POLICY SF T10	All forms of public transportation will be required to utilize the transportation centre to be erected on lands deemed suitable by the local planning authority or equipped with the requisite facilities to satisfy the needs of all members of the commuting public.

## HOUSING

The Southfield Local Planning Area is characterized by residential housing developments including housing schemes that are mainly single family detached units and homesteads that portray the farming history of Southfield.

The 2011 STATIN Population Census approximated the total housing units within the planning area to be 1,157, equivalent to a population of 4,313 persons.

FIFTH SCHEDULE, *contd.*

The population density of the area is presently 2.13 persons per hectare. The required amount of dwelling units to sufficiently house the 2011 population is 1,392 (using the national housing ratio of 3.1:1). Due to the continuing population increase, land will, therefore, be required to accommodate the population and hence the housing demand. Based on population projections, the local planning area will require approximately 86 hectares (212.5 acres) of land by the year 2021 or an approximate allocation of 94.5 hectares (233.5 acres) of land by the year 2030 to adequately supply the area with housing units.

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| POLICY SF H1 | The erection of any residential type development will be required to seek planning permission from the local planning authority and conform to all required planning standards.   |
| POLICY SF H2 | <p>The following density ranges shall apply across the local planning area and may be varied by the Planning Authorities based on the existing physical conditions in the area.</p> <ol style="list-style-type: none"> <li>a. Density shall not exceed 125 habitable rooms per hectare (50 habitable rooms per acre) as indicated on Figure 1, with building heights not exceeding two (2) floors.</li> <li>b. Density shall not exceed 75 habitable rooms per hectare (30 habitable rooms per acre) as indicated on Figure 1, with building heights not exceeding two (2) floors.</li> </ol> |
| POLICY SF H3 | <p>Minimum setbacks from property boundaries for apartment/ townhouse development:</p> <ol style="list-style-type: none"> <li>i. 1.5m from the sides per floor up to a maximum of 4.5 metres.</li> <li>ii. 1.5m from the rear per floor up to three (3) floors.</li> <li>iii. the front boundary should be in keeping with the existing building line or as stipulated by the local authority.</li> </ol>   |

Within developments of over eleven lots and where onsite sewage will be provided proposed lot sizes may be reduced to a minimum of 370 square meters or assessed on a case by case basis as determined by the relevant authorities. Densities for residential developments will take into consideration the characteristics of the area including geology and slope.

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| POLICY SF H4 | New residential proposals and extensions must adhere to the lot coverage requirements provided in Figure 1 |
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FIFTH SCHEDULE, *contd.*

and maintain the distance between buildings and property boundaries as stipulated in this Development Order.

POLICY SF H5      In new residential developments (for example housing schemes) amenity space should be provided as set out in Appendix 11.

Housing units within the Southfield Local Planning Area are mainly owner occupied and are in fair to good condition. Multi-family type developments are located across the local area and will be supported in areas suitable for such developments.

POLICY SF H6      The erection of multi-family type development will be required to seek planning permission from the local planning authority and conform to all required planning standards.

POLICY SF H7      Multifamily/Townhouse developments may be permitted on parcels of land which are 0.2 hectares (0.5 acre) and over in size and which satisfy the relevant planning guidelines.

Housing developments in areas characterized mainly by agricultural uses will be geared toward homesteads and farmsteads hence, maintaining agricultural use and act as a buffer within the area.

POLICY SF H8      Where large parcels exist in areas characterized by mainly agricultural uses the local planning authority will be minded to support the use of such land as farmsteads or homesteads provided that there is conformity with all required planning standards.

The Southfield community is positioned on the coast with its southern boundary overlooking the Caribbean Sea and is approximately 1,700 feet above sea level. Housing developments along this coastal area are susceptible to slope failure and erosion. Hence, developments undertaken will be prescribed to strict stipulations and should adhere to the required recommendations from the relevant authorities.

POLICY SF H9      No more than one residence shall be constructed upon any single family lot that is located along the southern boundary of the Southfield Local Planning Area unless otherwise stipulated by the relevant authorities.

POLICY SF H10      In areas of conservation or environmental importance where low density accommodation or residential development is contemplated, the development will be



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FIFTH SCHEDULE, *contd.*

prescribed to strict stipulations or conditions and must adhere to the recommendations of the relevant Planning Authorities.

In sections of the local Planning area where there is a mixture of residential and commercial uses the residential use will be of dominance and positioned toward the front of the designated lot/s.

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| POLICY SF H11 | Commercial development within residential areas must be ancillary to the residential use of the area and should not conflict with the residential potential of the existing land.   |
| POLICY SF H12 | Planning permission will only be granted for commercial development within housing areas if it provides an essential service or facility to the community and has no adverse impact upon the amenity of neighbouring property.  |
| POLICY SF H13 | Proposals for change of use of a residential property to a non-residential use will be permitted only if the non-residential activity is compatible with residential uses and is normally carried out in the day time and the amenity, privacy and enjoyment of neighbouring dwellings is not adversely affected. |

SOCIAL AMENITIES

Social amenities in Southfield are inclusive of a post office, branch library, health centres, institutional facilities and schools. The Southfield community does not have a public cemetery hence those belonging to churches are used and will soon be fully occupied. Southfield had a designated market; however due to the decline in agriculture it was converted to other uses. Nevertheless, all social facilities and amenities will in the future need upgrading and/or improvement to satisfactorily meet the demands of the population.

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| POLICY SF SA1 | The local planning authority will support the implementation, expansion and upgrading of social facilities, as the need arises.   |
| POLICY SF SA2 | Developments that would decrease or eliminate any of the social facilities in the Southfield Local Planning Area will not be supported unless being replaced with a similar facility of equal or greater stature in the locality. |
| POLICY SF SA3 | The use of the existing social facilities for other compatible uses will be supported by the planning   |

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FIFTH SCHEDULE, *contd.*

authorities provided the individual requirements are met, would not be out of character with the area and provides access for the disabled

- POLICY SF SA4      The local planning authority will seek to identify suitable lands within the local planning area to establish a public cemetery.

*Recreation/Open Space*

Open spaces have significant potential to improve the quality of life of a community, the environment and urban sustainability. These can be either passive or active spaces. The local planning area has a designated recreational space within its boundary but due to its location is not regularly used. As a result recreational areas on institutional and educational compounds are used for community recreational activities. Therefore, adequate recreational spaces need to be designated within this local planning area.

- POLICY SF SA5      The local planning authority in consultation with appropriate agencies identify and encourage the development of a parcel of land to be used as a community/recreational centre to serve both the Southfield Local Planning Area and surrounding communities.

In establishing new housing developments land has to be reserved for open space and other recreational purposes for community use. This will be in addition to any reservation required for other amenities such as schools, which the community may need.

- POLICY SF SA6      All new housing developments shall make available on site lands for meeting the recreational needs of the development being proposed.

*Educational and Institutional*

Within and abutting the Southfield Local Planning Area boundary are educational institutions that are also used by neighbouring communities. These facilities range from early childhood to secondary levels and are in fair building condition. There is a type I Health Centre within its boundary and also a type II health centre abutting the planning area's western boundary. The area is also home to the Mannings Boys Home and other institutions such as old age homes.

These institutions will over time need upgrading and possible expansion to continue serving the local planning area and surrounding communities. Therefore, lands that are occupied and zoned on the map for institutional purposes should

FIFTH SCHEDULE, *contd.*

only be used for the said purpose or for the housing of facilities that will serve the needs of the community. (See Inset No. 6)

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| POLICY SF SA7 | New proposals and extensions for educational and institutional uses will be assessed on merit and shall conform to all required planning standards. |
| POLICY SF SA8 | Building heights for schools and churches shall not exceed three and two storeys, respectively.   |

## URBAN ECONOMY

Southfield over the years has experienced economic decline. This is evident in the number of vacant buildings existing in the urban core. This decline has adversely affected its ability to function as a thriving commercial centre. However, with the projected increase in population and Southfield's location next to Treasure Beach, a major tourist destination, appropriate and relevant commercial facilities needed to conduct daily activities will have to be implemented.

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| POLICY SF UE1 | The local planning authority will consider favourable proposals for new commercial and office activities in the Southfield Local Planning Area, which increases the range and quality of the local facilities and services, and are readily accessible to residents.  |
| POLICY SF UE2 | Planning permission will be granted to allow commercial activities and other mixed uses as shown on the proposed land use zoning map provided there will be no negative impact on the surrounding area.   |
| POLICY SF UE3 | For commercial and office uses, the following standards shall apply: <ul style="list-style-type: none"> <li>(i) Buildings shall not normally exceed two (2) storeys in height. However, the authorities may consider a height of three (3) storeys in exceptional circumstances.</li> <li>(ii) Buildings should adhere to a floor area ratio of 0.5</li> <li>(iii) Plot coverage not exceeding 33<math>\frac{1}{3}</math>%</li> </ul> |
| POLICY SF UE4 | Commercial and industrial activities that are detrimental to the environment or surrounding uses will not normally be supported within the Southfield Local Planning Area.  |
| POLICY SF UE5 | Mixed use developments where office, residential and commercial uses are located in the same building will be   |

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FIFTH SCHEDULE, *contd.*

supported with strict conditions set by the local planning authority.

Throughout the local planning area there are small shops, restaurants and bars, however local corner shops play an important part in fulfilling the needs of residents, particularly the less mobile members of the community.

POLICY SF UE6      Proposals for corner shops in residential areas will be considered taking into consideration appropriate locations where there is a need for such a facility.

POLICY SF UE7      Developments open to the public or used for employment or educational purposes will not be permitted unless adequate access and facilities are provided for all people with disabilities.

## SUB-URBAN ECONOMY

There is a need to provide alternative forms of economic development and consequently a wide range of opportunities for residents have to be provided. Agriculture remains one of the main sources of employment as several small farmers practice subsistence farming for both domestic and commercial purposes. There is need to diversify the economy hence, the planning authorities will support proposals that will provide employment for residents and strengthen the rural economy of Southfield.

POLICY SF SUE1      The local planning authority will support proposals for agricultural development provided that this is not in conflict with the character of the area, or impact adversely on the environment.

POLICY SF SUE2      Development which will cause a loss of productive agricultural land or reduce the viability of farm buildings will not normally be permitted.

POLICY SF SUE3      Small compatible businesses will be supported at suitable locations with access to the necessary infrastructure and facilities in an effort to create employment for residents.

POLICY SF SUE4      Light industrial developments including agro-processing and cottage industries which are compatible with the general character of the area will be encouraged.

## TOURISM

Tourism in the Southfield Local Planning Area is a minor economic contributor to the locality as only a few attractions exist. Notable is the Lovers' Leap coupled

FIFTH SCHEDULE, *contd.*

with a museum, which are significant historical features within St. Elizabeth. Also, the area's proximity to Treasure Beach and other entertainment/tourism attractions in the southern section of the parish will necessitate the need for diversification of the area. This could incorporate bed and breakfast lodgings with the required amenities such as scenic and/or trail routes, information centres, interpretation services and other ancillary facilities.

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| POLICY SF TO1 | Planning permission will be given for the development of villas and other resort facilities (see Inset No. 6) on a small-scale which will conform with the policies and guidelines set out for such developments.   |
| POLICY SF TO2 | Proposals for new or improved tourism facilities and attractions will be supported on appropriate sites subject to the siting, design, environmental and visitor management considerations being satisfactory.  |
| POLICY SF TO3 | The developer of any overwater structure must obtain the necessary licence and permit from the Natural Resources Conservation Authority (NRCA) and the required planning approval from the planning authorities before proceeding with the development.(See SP OWS 1-8) |

## MINING

Mining activity is located to the north-eastern section of the planning area. This activity is a source of income for residents in and around the community and adds to the economic base of the locality.

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| POLICY SF M1 | All quarrying activities should obtain the requisite licenses and regulations from all relevant authorities.  |
| POLICY SF M2 | All mined out quarry lands are to be restored to its original vegetative state, or to a level which is satisfactory to the Planning Authorities and other related agencies. |

## CONSERVATION OF THE NATURAL AND BUILT ENVIRONMENT

*Natural Environment*

The Southfield Local Planning Area is characterized by coastal cliffs and a variety of flora and fauna. These cliffs descend from the Santa Cruz Mountains into the Caribbean Sea. In addition mangrove forests are found alongside the foot of these cliffs, while a designated forest reserve (see inset No. 6) is located on

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FIFTH SCHEDULE, *contd.*

sections of the cliffs. Caves which are made by wave action are also present and are located along the coast.

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| POLICY SF C1 | Developments on sections not zoned as forest reserves will be restricted to uses that will not adversely affect the natural and physical environment of the area.  |
| POLICY SF C2 | The Planning Authority will only permit developments which will not be detrimental to the environmental quality of the surroundings or will not materially detract from the un-spoilt scenic quality of the undeveloped coast.   |
| POLICY SF C3 | Forest reserves containing natural or near natural forest are of great wildlife value and any activities to be undertaken will be subject to regulations. The local planning authority will also support the designation of areas as forest reserves should the area warrant such designation. |

This local planning area has many areas of scenic beauty which are presently in the public domain. These are found mainly along the southern boundary where the area overlooks the Caribbean Sea. Scenic locations should be guarded by careful planning control, so that the natural environment will not be lost.

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| POLICY SF C4 | Areas of scenic beauty will require proper planning and development control by the planning authorities so that elements of the natural environment are not lost. |
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*The Built Environment*

Southfield is home to the Lover's Leap attraction and the Lover's Leap Lighthouse which is both declared national historical sites. The preservation and conservation of our national and historical sites add variety to the landscape and should be preserved for tourists both local and from abroad.

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| POLICY SF C5 | The Planning Authority will not grant permission for any development within a heritage area/site that would alter the character and ambiance of any existing site or building, without the approval of the Jamaica National Heritage Trust. |
| POLICY SF C6 | The Planning Authority will not grant planning permission for any development that would alter or damage adjacent properties of similar architectural characteristics, which would adversely affect its setting.                            |

FIFTH SCHEDULE, *contd.*

## WATER SUPPLY

The STATIN Census Data (2011) reveals that approximately sixty-two percent (62%) of households obtain potable water privately, while thirty-three percent (33%) access water publicly from the National Water Commission. However, the remaining percentage represents households that rely on springs, rivers and other sources for water supply.

POLICY SF WS1      The relevant authorities will ensure that the existing public water supply systems are improved to adequately service the local planning area.

POLICY SF WS2      All new developments shall be required to provide rain water harvesting facilities or other suitable water source to satisfy the needs of the development.

The recycling of grey water and the harvesting of rain water should be considered as a sustainable alternative for water supply. Waste water from basins, baths, and showers can be recycled and reused; hence reducing domestic water consumption and the demand on potable water.

POLICY SF WS3      The use of rain water and recycled grey water will be encouraged and provision should be made for this in development proposals.

POLICY SF WS4      New developments which are served with a piped domestic water supply system are encouraged to make provision for the use of rain water/grey water for the watering of plants and gardens.

## WASTE TREATMENT AND DISPOSAL

*Sewage*

The Southfield Local Planning Area is not-sewered however, according to the STATIN 2011 Census Data approximately seventy-eight percent (78%) of the total household use septic tanks, nineteen percent (19%) absorption pits, while the remaining three percent (3%) were either not reported or had no toilet facilities. Housing schemes within the local planning area are equipped with their own sewage treatment facilities. There has however been increasing recognition of the effects of sewage pollution on ground water resources and the authorities are determined to have sewage treated to a tertiary level in the Order Area.

It is expected that once areas are sewerred all existing and new developments will connect to the central sewerage system within a reasonable timeframe as will be indicated by the responsible authority.

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FIFTH SCHEDULE, *contd.*

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| POLICY SF WT1 | For new buildings or extensions the sewage treatment facilities proposed must be to a tertiary level and for trade effluent the pre-treatment standards as stipulated by the National Water Commission.  |
| POLICY SF WT2 | Notwithstanding original conditions of approval, to protect the environment, it is expected that on the introduction of central sewage all developments should connect to the public central system within a reasonable time as determined by the National Water Commission. |

*Solid Waste*

The 2011 STATIN Data revealed that approximately seventy percent (70%) of the residents in Southfield access public garbage collection while twenty-nine percent (29%) dispose of solid waste mainly by burning. The implementation and maintenance of proper methods of solid waste disposal have to be addressed as to minimize the possible occurrence of pollution.

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| POLICY SF WT3 | The local planning authority will ensure that garbage receptacles are placed at strategic locations to serve residents and other entities within the local planning area. |
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## MALVERN LOCAL PLANNING AREA

*Background*

Malvern Local Planning Area is located in the South-eastern section of St. Elizabeth and is approximately 16 km south of Santa Cruz and approximately 18 km south east of Black River. Malvern sits atop the Santa Cruz Mountains and commands panoramic views of the Lower and Upper Morass as well as the Treasure Beach area.

The LPA is approximately 3372.4 acres (1364.7 hectares) and extends from Scholefield in the north, Ginger Ground in the east, Torrington in the south and Stanmore in the west (see Inset No. 7). Between the 2001-2011 intercensal period the population declined from 2,658 persons to 2,426 persons representing a decline of 0.9% over the period. If this rate is continued it is expected that the population will stand at 2,043 persons in 2030.

The area was once ranked as having the eighth healthiest climate in the world and is presently sought after as a dormitory area for middle income professionals, returning residents and expatriates. Malvern is known as the education district as it is the home of St. Elizabeth's three largest educational institutions: Bethlehem Moravian College, Hampton High School and Munro College.



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FIFTH SCHEDULE, *contd.*

The area also possesses most of the major requirements for a local planning area such as Post Office, Police Station, Library, Health Centre, churches and commercial facilities.

### TRANSPORTATION AND TRAFFIC

#### *Road Network*

The roads in Malvern are in good to fair condition. However, there is need for improvement as sections of numerous parochial roads are in need of repairs.

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| POLICY MA T1 | The local planning authority will support the Planning Authority with the rehabilitation or maintenance works that will improve the roads in the area; as well as the provision of adequate sidewalks or lay-bys for the use and safety of pedestrians including the disabled and wheelchair users. |
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#### *Vehicle Parking*

Majority of the public passenger vehicles converge or park within the Malvern square along with the school buses which wait in the vicinity of the Hampton High School. Otherwise, both private and public transportation park, load and unload passengers arbitrarily along the road ways. At present, this does not create any significant problem where traffic movement is concerned.

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| POLICY MA T2 | The local planning authority will allow on street parking in areas that do not adversely affect pedestrians or impede the flow of traffic  |
| POLICY MA T3 | The local planning authority will not approve any new development that does not have adequate parking unless suitable provisions are made elsewhere to the satisfaction of the local planning authority. |
| POLICY MA T4 | The local planning authority shall implement parking arrangements for disabled persons which will be in accordance with Appendix 8 and Figure 2.   |
| POLICY MA T5 | All new developments having outdoor parking lots shall make use of green and or permeable parking surface techniques.  |

#### *Public Transportation*

Transportation within the Malvern Local Planning Area is by route taxis, stage carriers and private motor vehicles. The majority of the taxis are members of the Malvern Taxi Association. Currently, there are no public transportation facilities to

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FIFTH SCHEDULE, *contd.*

accommodate vehicular traffic. Instead vehicles traversing this route load and unload passengers arbitrarily along the roadways and converge in the square where pedestrian activity is concentrated. Despite the absence of a public transportation centre, traffic congestion is still not noticeable. However, if the population grows and the area becomes more developed, such a facility will become imperative.

POLICY MA T6      If the economic activity in the area increases the local planning authority will seek to identify lands within Malvern that can facilitate a proper transportation centre to accommodate all public passenger vehicles. All public passenger vehicles operating within the town will be expected to operate from this centre.

POLICY MA T7      The local planning authority will ensure that main transport routes are provided with lay-bys or a central collection point to allow all public passengers to embark and disembark safely.

## HOUSING

According to the 2011 STATIN data there are 638 dwelling units in the Malvern Local Planning Area. In 2011, STATIN data reveals there was a deficit of 160 housing units based on a household size of 3.1. The density of the area is 1.77 persons per hectare. Although statistical data shows a decline of 0.9%, lands should be preserved for housing solutions as the need arises.

Residential units in the planning area are mainly single family detached type units with the majority in fair condition. Semi-detached multi-family units such as town houses and apartments are very limited. There is a slow trending towards the construction of gated communities which have a mixture of detached and semidetached residential units.

POLICY MA H1      Planning permission will be granted for residential developments in the area once it is in accordance with the development densities and standards and satisfy the relevant planning guidelines.

POLICY MA H2      The local planning authority will not grant permission for any housing unit to be nearer than 15.6 metres from the centre line of the main road.

POLICY MA H3      The following density ranges shall apply across the local planning area and may be varied by the Planning

FIFTH SCHEDULE, *contd.*

Authorities based on the existing physical conditions in the area:

- a. Density shall not exceed 125 habitable rooms per hectare (50 habitable rooms per acre) as indicated on Figure 1, with building heights not exceeding four (4) floors.
- b. Density shall not exceed 75 habitable rooms per hectare (30 habitable rooms per acre) as indicated on Figure 1, with building heights not exceeding two (2) floors.

POLICY MA H4 Minimum setbacks from property boundaries are for:

- a. Single family single storey development:
  - (i) 1.5m from the sides
  - (ii) 3m from the rear
  - (iii) 6m from the front
- b. Single family two storey development
  - (i) 1.5 m per floor from sides
  - (ii) 3m from the rear
  - (iii) 6m from the front

POLICY MA H5 The Planning Authorities will not normally support non-residential development on lots zoned for residential uses.

POLICY MA H6 Proposals for change of use of a residential property to a non-residential use will only be permitted if the non-residential activity is compatible with the residential character of the area.

New residential developments should be laid out in a manner that is aesthetically pleasing and provide convenient access to essential local services. The design and layout should be efficient and sustainable with all the amenities and services which constitute modern living.

POLICY MA H7 New residential developments must be harmonious with the residential areas in which they are located and must:

- (a) be well laid out in terms of car parking, access, amenities and landscaping

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FIFTH SCHEDULE, *contd.*

- (b) provide adequate open space appropriate to the development
- (c) provide a residential environment which affords privacy and is safe and secure

The Malvern Local Planning Area is hilly and uncontrolled development on hillsides is a potential hazard as it increases the susceptibility of slope failure, erosion and increased drainage problems. In an effort to protect the stability of this environmentally sensitive area, control has to be exercised over development proposals to prevent the destruction of trees and the construction of hard paving which contributes to excess runoff. Consequently densities in the outlying hilly areas will be in accordance with the Hillside Development Manual for Jamaica and also subject to the approval by the Planning Authority.

POLICY MA H8      Density in hilly areas or areas of unstable geology, may, be varied by the Planning Authority. Guidelines in Appendix 22 also applies.

POLICY MA H9      Housing development will not be allowed on land that is steep and unstable, vulnerable to erosion, slippage, subsidence, flooding or other natural hazards or which will involve costly extra ordinary precautions by government to safeguard.

To minimize the future loss of residential accommodations and avoid the gradual change of use of an area, businesses in residential areas will be limited and not allowed to become a dominant use. The approval of such use will be subject to stringent conditions to ensure that the character of the area is not adversely affected.

POLICY MA H10      Proposals for the partial change of use of a residential building to any other use will only be allowed if the character of the area is not altered and the privacy, amenity and enjoyment of neighbouring dwellings is not adversely affected.

In sections of the local area where there is a mixture of residential and commercial uses, the residential use will be dominant at a ratio of 80:20 and the commercial use positioned toward the front of the designated lot.

POLICY MA H11      Commercial developments within residential areas will be ancillary to the residential use of the area and should not conflict with the residential potential of the existing land.

FIFTH SCHEDULE, *contd.*

## SOCIAL AMENITIES

The local planning area is serviced by a range of social amenities, such as Schools, Post Office, Police Station, Court House, Health Centre and Churches. Currently there are no financial institutions within the planning area.

*Recreation/Open Space*

The Malvern LPA currently has no community centre and limited public open spaces for recreational purposes. However, several large tracts of undeveloped lands are seen within the locality.

POLICY MA SA1      A multi-purpose facility to be used as a community centre for a wide range of activity including educational purposes such as technical or skills training will be encouraged by the local planning authority.

Open spaces make an important contribution to the character of any area and can be either passive or active. Currently the open areas associated with the various schools in the area are utilized by the residents and community organizations for recreational purposes.

The preservation of open spaces to serve as recreational areas creates a balance between buildings and green space is critical. The local planning authority along with the relevant stakeholders will identify and preserve lands suitable for these purposes.

POLICY MA SA2      The local planning authority in consultation with other agencies will seek to identify suitable lands within the local planning area to be used for recreational purposes.

POLICY MA SA3      All new residential developments shall include lands for open space at the rate set out in Appendix 11.

*Institutions*

The local planning area is equipped with the services of a library, a type II health centre, a Police Station, and a Postal Office. Fire response services are received from the Junction/Bull Savanna/Santa Cruz and Black River Local Planning Area.

POLICY MA SA4      Developments that would decrease or eliminate any of the social facilities in the Malvern Local Planning Area will not be supported unless they are being replaced with a similar facility of equal or greater stature in the locality.

There is a type II health centre, within the boundaries of the local planning area which currently provides services such as curative and preventative health services, antenatal and prenatal care to the residents in the area.

FIFTH SCHEDULE, *contd.*

- POLICY MA SA5      The local planning authority will support the expansion and upgrading of the health facility as necessary.

*Educational Facilities*

Educational institutions within the local area range from infant to tertiary level and serve not only the local planning area but its surrounding communities. The local planning area is home to two (2) of the parishes largest educational institutions, The Bethlehem Moravian College and the Hampton High School. Munro College is located on the outskirts of the local planning area.

The local planning authority will support the expansion of the schools in the area as the need arise.

- POLICY MA SA6      The local planning authority will support development on lands owned by the schools to be used for the extension of the facility or any use that is auxiliary to the purpose of the school.
- POLICY MA SA7      New proposals for educational and institutional uses will be assessed on their own merit and shall conform to all required planning standards.
- POLICY MA SA8      The local planning authority along with other relevant authorities will seek to identify suitable lands and grant permission for any development which will promote the increase of educational facilities within the local planning area.
- POLICY MA SA9      Developments which would result in the reduction of the available educational facilities will not be encouraged unless provisions can be made elsewhere at a suitable location to offset any loss which would result from such development.
- POLICY MA SA10     All educational or institutional facilities must meet the requirements of the Ministry of Education and the Planning Authority.
- POLICY MA SA11     Building heights for schools and churches shall not exceed three and two storeys, respectively.

*Cemetery*

The local planning area lacks a public cemetery and no available lands exist within that area for that proposal. In this regard the local planning authority should explore and promote other interment options which conserve land space or which may be incorporated into public open space.

FIFTH SCHEDULE, *contd.*

- POLICY SC SA12      The local planning authority will support the use of crematoria and other approved interment options provided that the relevant planning, health and environmental standards are met.

## URBAN ECONOMY

Commercial development in Malvern is noticeably less than other local planning areas in the parish. Agriculture is the major economic activity with the majority of the commercial activities being shared with residential usage.

Small commercial activities are not sufficient to stimulate the diversity of the economy that is required for a vibrant planning area. There is a need to provide alternative forms of economic activities so as to offer a wide range of opportunities to enable the sustained and balanced development of the area.

- POLICY MA UE1      Planning permission will be granted to allow commercial activities and other mixed uses that will contribute to the economy of the area and are compatible with the existing developments and not cause damage to the existing amenities.
- POLICY MA UE2      Developments open to the public or used for employment or educational purposes will not be permitted unless adequate access and facilities are provided for all people with disabilities.
- POLICY MA UE3      For commercial and office uses, the following standards shall apply:
- (i)      Buildings shall not normally exceed two (2) storeys in height. However, the authorities may consider a height of three (3) storeys in exceptional circumstances.
  - (ii)     Buildings should adhere to a floor area ratio of 0.5
  - (iii)    Plot coverage not exceeding 33 $\frac{1}{3}$ %
- POLICY MA UE4      Small businesses along with light industrial enterprises will be supported at suitable locations as long as there are no adverse environmental impacts.
- POLICY MA UE5      The local planning authority will support the development of complimentary industries which will facilitate the development of agriculture within the area.

FIFTH SCHEDULE, *contd.*

## SUB-URBAN ECONOMY

Agriculture remains one of the main sources of employment in Malvern Local Planning Area. Several small farmers practice mixed farming. Diversification in the rural sector is needed to improve the economy. The Planning Authorities will support proposals that will provide employment for residents and strengthen the rural economy of Malvern Local Planning Area.

It is important that lands of high agricultural value be protected and rationalized to preserve the economy of the area

POLICY MA SUE1      Development for agricultural production, agro-industrial development, will normally be permitted in Malvern Local Planning Area provided that the proposed developments are at suitable location where the infrastructural facilities are available and the character of the area will not be compromised.

POLICY MA SUE2      Consideration will be given to small cottage industries provided that these will have no negative impacts on the area.

Expansion of the economic base can be achieved through the diversification of farming activities and the re-use of redundant rural buildings for various purposes. However, caution will have to be exercised to ensure that a heavy volume of traffic is not encouraged.

POLICY MA SUE3      Recreational, light industrial, educational, and tourist related uses will be supported within redundant farm and institutional buildings, provided that the changes of use would not affect the character of the building or be detrimental to the character of area.

Productive agricultural activities require the provision of markets and other distribution facilities in convenient locations.

POLICY MA SUE4      Developments will be permitted where it is necessary for the wholesale distribution of produce and supplies to and from local farms.

## TOURISM

The Malvern Local Planning Area has significant scenic value, providing lush mountain views. Tourism is underdeveloped but has the potential to become the agent of economic diversification. There are sites of attraction that are of historical, archaeological and aesthetical value in the Munro area.



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FIFTH SCHEDULE, *contd.*

Tourism facilities will be encouraged in the residential area to accommodate visitors and add to the economic activities. However, these should be compatible with the amenities while safeguarding the interests of local residents

POLICY MA TO1      In the local planning area small scale tourist facilities will be permitted, provided that it would not be detrimental to the character and appearance of the locality and the amenities of the nearby residents.

However, in an effort to conserve the natural environment of the planning area, advantages can be taken of low impact eco-tourism ventures that are in accordance with the mandates of the local planning authority and appropriate agencies.

POLICY MA TO2      The local planning authority will support proposals for eco/heritage-tourism activities such as nature trails, small parks for active and passive recreation as long as these are compatible with the natural environment of the area.

POLICY MA TO3      The local planning authority will support proposals for development of small-scale cottage type accommodations such as villas and guesthouses as long as these are compatible with the natural environment of the area.

CONSERVATION OF THE NATURAL AND BUILT ENVIRONMENT

*The Natural Environment*

Malvern Local Planning Area is surrounded by lush vegetation that gives it a unique appearance which should be protected. The pleasant climate engendered by an average elevation of approximately 625 metres above sea level has made it an attractive place especially for retirement.

A section of the local planning area falls within the Black River Complex of the Jamaica Ecological Gap Assessment Report (NEGAR) and is of great importance being the natural habitat for a wide range of ecosystems.

POLICY MA C1      The local planning authority will not grant planning permission for any developments which will result in the large scale removal of flora and fauna.

Located within the local planning area is the Kinowl Cave which plays a vital role in the local ecosystem.

POLICY MA C2      The Planning Authority will not permit any development which will result in the endangerment of any species or alter airflow/natural water flow in caves.

POLICY MA C3      The local planning authority will normally support eco-tourism developments which do not result in the

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FIFTH SCHEDULE, *contd.*

alteration or degradation of caves and supporting ecosystems.

*The Built Environment*

Malvern Local Planning Area is the home of Hampton High School, which is a declared national historical site (Appendices 3 and 4). The Munro College which is also a declared site but is outside the boundaries of the local planning area

The Hampton High School has its origins in the Munro and Dickenson Trust. In 1858, a school for girls was started at Potsdam, on the same property as the Boys' School (Munro College). The school was moved to its new location Malvern House in 1885.

The school has maintained some of its original structures such as the Administrative Office Building which originally was the great house of the Hampton property and dates from the nineteenth century. This two storey structure has timber upper floor and cut stone on the lower level. Timber columns and timber handrails are prominent features of the veranda.

The Planning Authorities will endeavour to protect, preserve and enhance the special character and environs of historical buildings, especially those protected under the National Heritage Trust Act.

POLICY MA C4	The local planning authority will not allow any works to any historic buildings in the Malvern Local Planning Area if it considers that such action would adversely affect the architectural or historic interest of the area until adequate consultation has been carried out with the Jamaica National Heritage Trust.
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POLICY MA C5	The design of new buildings should respect any traditional character of the area, in respect of design, material, scale, building height or mass and attention will be paid to the choice of materials and decorative detail including windows, doorways and roof style.
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## WATER SUPPLY

According to STATIN 2011 census, approximately fifty-two percent (52%) of residents within the local planning area have access to piped water whether it is to the dwelling or yard. However, due to the location of some housing units, and the terrain some residents do not benefit from this facility. Approximately forty percent (40%) of residents get their water supply either by public catchments or private tanks. The existing water supply system needs to be improved and maintained, to ensure adequacy as population grows and water demand increases.

FIFTH SCHEDULE, *contd.*

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| POLICY MA WT1 | The local planning authority will endeavour to protect natural water sources from contamination and will encourage the necessary works to be put in place to ensure access of piped water to all residents.   |
| POLICY MA WS2 | Rainwater harvesting will be encouraged by the Planning Authorities for residential, other developments and areas without public water supply   |
| POLICY MA WS3 | Proposed developments in areas without a reliable pipe water supply will be required to construct catchment tanks with adequate capacity to provide for the water supply requirements to satisfy their needs. |

## WASTE TREATMENT AND DISPOSAL

*Sewage*

There has been increasing recognition of the effects of sewage pollution on ground water resources. Consequently, there is a determined effort to have sewage treated at least to a tertiary level in the Malvern Planning Area. Environment, Health, and Planning Authorities are becoming more stringent with regards to the management of waste and sewage. There is now a concerted effort to have sewage treated at least to a tertiary level.

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| POLICY MA WT1 | No permission will be granted for new developments or extensions unless the sewage treatment facilities proposed will treat the sewage to at least a tertiary level or any other safe and appropriate technology as may be developed that is acceptable to the local planning authority and other relevant agencies. |
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*Solid Waste Disposal*

There is a lack of routine garbage collection by the Southern Parks & Market Waste Management Limited (SPM) within Malvern Local Planning Area. The 2011 Census showed that approximately 65% of residents burn the majority of their solid waste. This can have an adverse effect on amenities and health of neighbouring properties. All development should, therefore, make provision for proper waste storage collection in tamper and rodent proof devices. If some methods of recycling were to be introduced along with a repository in a central location this would diminish the amount of waste being disposed of indiscriminately and relieve the situation.

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| POLICY MA WT2 | All developments will be required to make adequate provision for the storage and collection of waste matter which should if possible be sorted into non-recyclable and recyclable categories. |
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FIFTH SCHEDULE, *contd.*

- POLICY MA WT3      The indiscriminate and unsatisfactory disposal of waste will not be encouraged and the local planning authority will support the routine collection and recycling of such waste as much as possible with the provision of appropriate facilities.
- POLICY MA WT4      The disposal of waste into sinkholes and caves will not be supported by the Planning Authority.

## LACOVIA LOCAL PLANNING AREA

*Background*

Lacovia Local Planning Area classified as a district centre in by Jamaica's Settlement Strategy 1997. It is located approximately 9km west of Santa Cruz, 13km south of Maggotty, 9km east of Middle Quarters and 19km north east of Black River, the parish capital. The terrain is relatively flat with several depressions and ponds in various sections. The boundary of the Lacovia Local Planning Area covers an area of 498.147 hectares (1,230.943 acres) and extends over parts of Cashew and Content in the south, Dry Harbour in the north-west and Haughton in the east.

The population of Lacovia Local Planning Area increased by 663 persons during the 2001-2011 intercensal period from 3,125 persons in 2001 to 3,788 persons in 2011. This represents an annual growth rate of 2.12 per cent. Assuming that this growth remains constant, its population is expected to increase to 4,451 persons in 2021 and 5,111 persons by the year 2030.

*Transportation and Traffic*

The Black River/Lacovia main road traverses the Lacovia Local Planning Area from west to east and is the main thoroughfare linking the Black River and Santa Cruz Local Planning Areas. It is also the main road for commuters travelling from the western sections of Jamaica to the central and eastern sections. Commercial developments and service facilities are located along this main road. Intensification of developments along this roadway if not properly planned and managed may impede the free flow of traffic and result in congestion along this busy thoroughfare. The proliferation of access points onto the main road will be restricted and where possible should be combined.

- POLICY L T1      Developments requiring new or improved access onto the main road will not normally be permitted if it would:
- a. interfere with the effectiveness or significantly reduce the safety, function and standard of service provided by the main road and
  - b. adversely affects the safety and character of the road network



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FIFTH SCHEDULE, *contd.**Road Network*

The road hierarchy of the local planning area consists of one Class A road which runs from east to west (Black River/Lacovia main road) connected to a network of secondary and access roads. Commuters travelling through the town using the main thoroughfare are often impeded by flooding, on street parking and the haphazard letting off and picking up of passengers by public passenger vehicles.

POLICY L T2                      Development proposals which would be likely to create or worsen unacceptable traffic conditions will not be permitted unless satisfactory mitigation measures can be provided in keeping with the appropriate Road Authority.

POLICY L T3                      The Planning Authorities will support the rehabilitation of the existing road network or the construction of new roads in order to facilitate a smooth flow of through traffic and improve traffic circulation in the local planning area.

The road network system is designed to facilitate both vehicular and pedestrian movements throughout the area. Along most roadways sidewalk facilities are lacking or where present are in disrepair and in need have repairs resulting in pedestrians walking onto the roadway. This situation worsens when poles or street furniture are placed on the sidewalks as well as parking of cars by motorists.

POLICY L T4                      The local planning authority will seek to ensure that adequate sidewalk facilities are placed in areas where lacking and the safety of pedestrians threatened.

POLICY L T5                      The local planning authority will not normally support the installation of poles or other street side furniture in side walk reservation.

POLICY L T6                      The local planning authority will seek to ensure that persons with special needs are able to access sidewalk facilities.

*Vehicular Parking*

Sections of the Lacovia Local Planning Area is faced with inadequate parking spaces both on and offsite. Additionally, there is a lack of adequate space to accommodate the delivery of goods impeding the free flow of traffic and adding to the congestion of the area.

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FIFTH SCHEDULE, *contd.*

POLICY L T7	All new development or extensions are required to provide adequate on-site parking as set out in the parking regulations, unless it is impractical or not feasible to do so; in which case alternative arrangements for parking will have to be made and approved by the local planning authority.
POLICY L T8	Where a building is permanently divided into more than one planning unit, the number of parking bays will be calculated separately for each planning unit.
POLICY L T9	All new developments having outdoor parking lots shall make use of green and or permeable parking surface techniques.
POLICY L T10	The local planning authority shall seek to provide and implement parking arrangements for disabled persons which will be in accordance with Appendix 8 and Figure 2.
POLICY L T11	In certain type of developments, developers will be required to provide loading and off-loading bays within the curtilage of the site.

*Public Transportation Centre*

The main modes of public transportation in the Lacovia Local Planning Area are by private taxis and buses. Presently there is no facility within the area to accommodate public transportation. Taxis park in the vicinity of the service station and post office at Tombstone, in the vicinity of the intersection of the Black River/Lacovia main road and the Lacovia/Mountainside road to wait for passengers. Additionally public passenger vehicles pick up and set down passengers arbitrarily along roadways. This practice obstructs the free flow of traffic and is dangerous to other road users.

POLICY L T12	The local planning authority will identify and secure suitable lands to be developed as a transportation facility.
POLICY L T13	The local planning authority will seek to have the relevant authority construct lay-bys at suitable locations along roadways to facilitate the picking up and setting down of passengers.

FIFTH SCHEDULE, *contd.*

## HOUSING

Residential units with the local planning area are mainly single family detached type units which are generally in fair to good condition. STATIN data showed that the Lacovia Local Planning Area had 1,085 housing units in 2011 to satisfy a population of 3,788 persons. Using an average household size of 3.1 persons the local planning area would actually require 1,222 housing units to satisfy the population. Therefore, there is a current deficit of 137 housing units and an additional 7.67 hectares of land would be required to satisfy this need.

Presently, there are only a few multifamily developments within the area. However, due to continuing population increase and the need to reduce sprawl, new housing developments providing a mixture of housing types and sizes to accommodate various income levels will be encouraged within the area. The appropriate policies contained in the Housing Sector of this Order may be applied where applicable.

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| POLICY L H1 | Residential development will be encouraged in areas identified on the land use zoning map and non-residential uses will not normally be allowed on those properties now being used for residential purpose. (See Inset No.8).   |
| POLICY L H2 | In order to satisfy the low income housing demand a mixture of housing solutions will be allowed in residential developments.   |
| POLICY L H3 | The following density ranges shall apply across the local planning area and may be varied by the Planning Authorities, based on the existing physical conditions in the area: <ul style="list-style-type: none"><li>(a) Density shall not exceed 125 habitable rooms per hectare (50 habitable rooms per acre) as indicated on Figure 1, with building heights not exceeding four (4) floors.</li><li>(b) Density shall not exceed 75 habitable rooms per hectare (30 habitable rooms per acre) as indicated on Figure 1, with building heights not exceeding two (2) floors.</li></ul> |
| POLICY L H4 | Proposals for change of use of a residential property to a non-residential use will only be permitted if the non-residential activity is compatible with the residential character of the area.   |



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FIFTH SCHEDULE, *contd.*

POLICY L H5 Multi-family development will be allowed at suitable locations on a minimum lot size of 0.2 hectare and the local planning authority will take into consideration the character of surrounding developments.

POLICY L H6 In dealing with application for multi-family developments the planning authority will take into consideration the guidelines provided in Appendix 11.

The layout and design of new residential subdivisions should provide convenient access to social facilities and amenities as well as pedestrian and vehicular movement.

POLICY L H7 New residential developments must harmonize with and respect the residential areas in which located and must:

- (i) Be well laid out in terms of parking, access, amenities and landscaping
- (ii) Provide
  - (a) adequate open space appropriate to the development and
  - (b) a residential environment which affords privacy and is safe and secure

Lacovia has a high water table with the Black River traversing the southern sections. Several sections of the area are susceptible to flooding and ponding from heavy rainfall. Adequate drainage is a cause for concern as sections of the Lacovia to Santa Cruz main road becomes impassable after heavy rainfall.

POLICY L H8 The local planning authority will not support housing development in sections of the local planning area that are susceptible to flooding or other natural hazards.

POLICY L H9 The local planning authority shall establish a “no-build zone” along the Black River.

## SOCIAL AMENITIES

The Lacovia Local Planning Area provides access to various social amenities: churches, a range of educational facilities, health centre, police station, post office, and a community centre with recreational space.

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FIFTH SCHEDULE, *contd.**Recreation and Open Space*

The Lacovia community centre provides a wide range of indoor and outdoor activities for residents. It consists of a community centre, football field and hard courts. This is the only recreational area in Lacovia except for those associated with schools and it is imperative that it is properly managed and maintained to serve the residents.

POLICY L SA1            The local planning authority will not support developments which would result in the reduction of the community centre/recreational facility unless provisions can be made elsewhere at a suitable location to offset any loss which would result from such development.

POLICY L SA2            No structure shall be allowed on any public open space that does not complement the use thereof (*e.g.* Telecommunication Towers and billboards, *et cetera*).

In establishing new housing developments within the area it is a requirement that land be reserved for open space and other recreational purposes. This will be in addition to any reservation required for other amenities such as schools, which the community may need. These will be provided at the rate set out in the “Development and Investment Manual Volume 1 Section 1—Planning and Development, Chapter 2”.

POLICY L SA3            In all new housing developments land is to be provided for open space and other amenity purposes at the rate set out in the Development and Investment Manual and such lands can either be for active or passive recreational purposes.

*Educational/Institutional Facilities*

The educational facilities range from pre-primary to secondary. There is also a branch of the Jamaica Foundation for Life Long Learning located therein. However, refurbishing and upgrading of several of these facilities are required. The Lacovia High School currently operates a shift system because of the number of enrolment compared to the capacity of the school.

POLICY L SA4            The local planning authority will support the upgrading and/or expansion of educational and institutional facilities by the relevant agencies within the local planning area.

FIFTH SCHEDULE, *contd.*

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| POLICY L SA5 | Developments which would result in the reduction of the available educational facilities will not be encouraged unless provisions can be made elsewhere at a suitable location to offset any loss which would result from such development. |
| POLICY L SA6 | The local planning authority shall generally be in support of private interest seeking to establish educational institutions to meet the requirements of this Order and those specified by the Ministry of Education.                       |
| POLICY L SA7 | Building heights for schools and churches shall not exceed three and two storeys, respectively.   |
| POLICY L SA8 | Minimum setbacks from property boundaries for schools and churches are: <ul style="list-style-type: none"> <li>(i) 1.5m from the sides per floor</li> <li>(ii) 3m from the rear</li> <li>(iii) 6m from the front</li> </ul>                 |

*Health Centre*

The Lacovia Health Centre, a Type II facility provides family planning, prenatal and postnatal care. It is recommended that the health centre is upgraded to a Type III health facility to adequately meet the needs of the residents.

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| POLICY L SA9 | The local planning authority will support the expansion and upgrading of the health facility as is necessary. |
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*Cemetery*

The Lacovia Local Planning Area lacks a public cemetery within its boundary. There is however, one located in proximity north of the area to facilitate burials. Notwithstanding the foregoing, the local planning authority should explore and promote other interment options which conserve land space and may be incorporated into public open space.

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| POLICY L SA10 | The local planning authority will support the use of crematoria and other approved interment options provided that the relevant planning, health and environmental standards are met. |
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FIFTH SCHEDULE, *contd.*

## URBAN ECONOMY

The main economic generators in the Lacovia Local Planning Area are commercial, light industries and agriculture. Special attention will have to be given to activities which will diversify the economy so as to create more jobs within the area. The appropriate policies in the Urban Economy Sector of this Development Order may also be applied where relevant.

POLICY L UE1 Commercial developments will be encouraged in the Lacovia Local Planning Area in areas zoned for such activities.

POLICY L UE2 The local planning authority will ensure that all large scale commercial developments have minimal adverse impact on the site to be developed or on neighbouring sites.

POLICY L UE3 New office development should conform to the standards outlined within the Development and Investment Manual.

Mixed uses will be encouraged at suitable locations within the area. This will enable lands within the centre to be used to their full potential. However where these activities are incompatible this will not be encouraged.

POLICY L UE4 For commercial and office uses, the building may be located hard on the property boundaries subject to the provision of adequate parking on a separate lot or floor to the satisfaction of the Planning Authorities. This will not apply if the development adjoins residential uses.

POLICY L UE5 Mixed use developments where commercial and office uses are housed in the same building will generally be supported at a ratio of 60:40 respectively.

POLICY L UE6 For commercial and office uses, the following standards shall apply:

- (i) Buildings shall not normally exceed two (2) storeys in height. However, the authorities may consider a height of three (3) storeys in exceptional circumstances.
- (ii) Buildings should adhere to a floor area ratio of 0.5
- (iii) Plot coverage not exceeding  $33\frac{1}{3}\%$

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FIFTH SCHEDULE, *contd.*

Light industrial facilities can provide significant employment opportunities which are vital to the economic prosperity of the area. While there are only a few such establishments, these should be encouraged and abandoned buildings and sites should be reused where appropriate.

POLICY L UE 7      Proposals for light industrial activities within the Lacovia Local Planning Area which are compatible to the character of the area and have little or no adverse effect on surrounding sites will normally be allowed.

The disabled are often not taken into consideration in the design of developments and therefore, find it difficult to access some buildings. When new developments take place in the area, the Planning Authority will ensure that adequate provisions are made for these persons.

POLICY L UE 8      Developments open to the public or used for employment or educational purposes will not be permitted unless adequate access and facilities are provided for all people with disabilities.

## SUB-URBAN ECONOMY

Agriculture plays an important role in the economy of the local planning area. This accounts for approximately 2.4 per cent of the area's land use occupying approximately 17.3 hectares of land. Agricultural lands should be protected from development pressures which may reduce productivity and the conversion of good agricultural land (classes I-III) to non-agricultural activities should not be encouraged. It is important that land of significant agricultural value be protected and safeguarded from fragmentation. The appropriate policies in the Rural Economy Sector Policies of this Order may also be applied where relevant.

POLICY L SUE 1      The local planning authority will ensure that areas of agricultural importance/potential are protected from fragmentation, sterilization and encroachment by uses not associated with agriculture, especially in light of food security concerns related to climate change.

It is the general belief that if the land cannot be cultivated it has no agricultural potential and should be used for other purposes such as, housing development. However, cultivating the land is not the only viable agricultural activity that can be undertaken. In areas where the land is of a poor quality the rearing of animals and employment of greenhouse or hydroponic technologies from which substantial economic returns may be obtained, can be undertaken. However in dealing with such applications care will be taken to ensure that there is no significant effect on the environment or the aesthetics of the surroundings including other areas under agricultural production.

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FIFTH SCHEDULE, *contd.*

- POLICY L SUE 2      The local planning authority will normally support the development of alternative and innovative agricultural activities which will utilize otherwise unproductive or underutilized agricultural lands.

Local or corner shops serve an important function in communities as these not only act as supplemental income, but also provide retail access for residents. Such facilities will normally be supported at suitable locations and must not detract from residential amenities or produce vehicular congestion in the area. Monitoring however must be employed by the local planning authority to ensure against the proliferation of haphazard commercial development.

- POLICY L SUE 3      Proposals for corner shops in rural areas will be given consideration in appropriate locations and must not detract from the residential amenities of the area.

- POLICY L SUE 4      Proposals for improvements to local shopping facilities in residential areas will normally be permitted.

There is the need for sustainable income generating methods that will stimulate economic growth within the locality. Suitable agro-processing plants located at appropriate sites throughout the local planning area are one way to stimulate the economy by providing employment for residents.

- POLICY L SUE 5      The local planning authority will give due consideration to the establishment of agro industrial development at suitable locations where the infrastructural facilities are available and where surrounding amenities will not be adversely affected.

The development of small scale industries in the home can bring added income to families with the requisite skills. These should not be un-neighbourly activities and should at all times not have adverse effect on the environment.

- POLICY L SUE 6      The Planning Authorities will support the establishment of small scale or other income generating activities in homes or adjacent to a rural settlement which will not be a nuisance to neighbours, or have any adverse impact on the environment.

It is reasonable to expect owners of agricultural lands within to the area will want to erect residencies on their properties. While this could be supported, the possibility of large scale subdivision of agricultural lands for residential purposes looms. Strict controls will be placed on any such approvals preventing future subdivision of the land.

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FIFTH SCHEDULE, *contd.*

- POLICY L SUE 7      Planning permission for residential development on agricultural lands in the planning area will be given subject to the building being occupied in connection with agriculture and there will be no further subdivision of the land for residential purposes.

## CONSERVATION OF THE NATURAL AND BUILT ENVIRONMENT

*The Natural Environment*

The Lacovia Local Planning Area is located on the periphery of the Black River Morass and forms part of the Black River hydro-geological basin, Jamaica's largest natural wetland. The appropriate policies in the Conservation of the Built and Natural Environment section of this Order may also be applied where relevant.

- POLICY L C1      The local planning authority will not grant permission for any development that will conflict with the policies of the Natural Resources Conservation Authority or the declaration of the Upper Morass as a Game Reserve.
- POLICY L C2      Planning permission will not normally be granted for any development which would result in the significant loss of flora and fauna within the Lacovia Local Planning Area unless it can be shown that there will be no material effect upon the environment and amenity of the surrounding area.
- POLICY L C3      The Planning Authorities will ensure that environmentally sensitive or vulnerable areas should be reserved as greenbelt or natural areas as much as possible.

Sections of the local planning area in proximity to the Black River are impacted by flooding. It is recommended that a 'no build zone' be established along the Black River which meanders along the south-eastern section of the said area.

- POLICY L C4      There shall be a "no-build zone" along the Black River of a minimum of twenty (20) metres or approximately Sixty six (66) feet measured horizontally from the banks of the river.

## THE BUILT ENVIRONMENT

*Historical, Archaeological Sites and Buildings*

The Lacovia Local Planning Area is rich in history dating back to the 1530s when the town was established. It was one of the oldest communities of secret Jews in the New World.

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FIFTH SCHEDULE, *contd.*

Located at the intersection of the Lacovia main road and the road to Maggotty are two tombs which were designated a national monument in 2008 by the Jamaica National Heritage Trust. The marble slab on one tomb is inscribed to Thomas Jordan Spencer who died on September 17, 1738. Spencer's tombstone bears a crest which indicates that he was a forebear of the late Duke of Marlborough and the late Sir Winston Spencer Churchill.

POLICY L C5                      Proposals for the demolition, alteration, use and extension of declared national historical buildings and sites should be designed in keeping with preservation guidelines prepared and approved by the Jamaica National Heritage Trust.

POLICY L C6                      The local planning authority will not grant permission for any development on or in proximity to a heritage site that would alter the character of such site.

Lacovia is still of great importance to the existing Jamaican Jewish community today. There are remnants of that Jewish heritage, including an old Jewish graveyard which is not declared a national monument or heritage site. This site adds to the historical character of the local planning area and representation should be made to the Jamaica National Heritage Trust to have it recognized and declared.

POLICY L C7                      Recommendations will be made by the local planning authority to the Jamaican National Heritage Trust, for the Jewish Cemetery which add to the historical character of the local planning area to be declared a historic or heritage site.

POLICY L C8                      Permission will not be given for the development of any declared heritage or archaeological site without the approval of the Jamaican National Heritage Trust.

POLICY L C9                      Owners of property on which there are historic relics will be encouraged to restore and preserve them or ensure that they are preserved and restored in keeping with the recommendation of the Jamaican National Heritage Trust.

## WATER SUPPLY

Water supply in the Lacovia Local Planning Area is currently provided by the National Water Commission through a series of pump and lift stations. However some of these facilities are in need of rehabilitation and expansion in order to improve the regularity of water supply.



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FIFTH SCHEDULE, *contd.*

POLICY L WS1      The relevant authorities will ensure that the existing public water supply systems are improved to adequately service the local planning area.

Residents in areas where public water facilities are absent or unreliable still rely on rivers, streams and catchment tanks for supply of water. In these areas rainwater harnessing should be considered as it is an economical, safe and a sustainable source of quality water when captured and stored in a correct manner. The use of catchment tanks should be encouraged.

POLICY L WS2      All new developments shall be required to provide rain water harnessing facilities or other suitable water source to satisfy the needs of the development.

The recycling of grey water and the harvesting of rain water should be considered as a sustainable alternative for water supply. Waste water from basins, baths, and showers can be recycled and used for example, to flush lavatories or to water gardens. In this way domestic water consumption can be substantially reduced, thus decreasing the demand on potable water.

POLICY L WS3      The use of rain water and recycled grey water will be encouraged and provision should be made for this in development proposals.

POLICY L WS4      New developments which are served with a piped domestic water supply system are encouraged to make provision for the use of rain water/grey water for the watering of plants and gardens.

## WASTE TREATMENT AND DISPOSAL

## Sewage Disposal

The Lacovia Local Planning Area lacks a centralized sewage treatment facility. The method of sewage disposal is mainly septic tanks with absorption pits. It is unlikely that central sewage will be installed in the near future; therefore, sewage should be discharged by means of one of the methods approved for such situations. This should however, have regards to the type of building, intensity or scale of development, lot size, soil characteristics, sources of ground water and topographical conditions existing in the area.

POLICY L WT1      In the absence of a central sewage system the following sewage disposal methods may be permitted in appropriate situations:

- (i) septic tanks and tile field
- (ii) Any other safe and appropriate waste disposal technology as may be developed which is acceptable to the Planning Authorities and other relevant agencies.

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FIFTH SCHEDULE, *contd.*

The Lacovia Local Planning Area has a high water table that is susceptible to contamination from improper sewage disposal. In this regard it is imperative that the area is served by a central sewage collecting facility in the medium term.

POLICY L WT2      Upon the introduction of central sewage within the local planning area no new developments or extensions will be approved if they are not connected to central sewage.

*Solid Waste Disposal*

The Southern Parks and Markets (SPM) is the body responsible for the collection of solid waste within the local planning area. Data from the National Solid Waste Management Authority indicated that solid waste is collected once per week and is disposed of at the Myersville dumpsite. Burning and the indiscriminate disposal of garbage along the roadways and in drains is a cause for concern within the area. This practice results in drains being frequently blocked causing regular incidences of flooding.

POLICY L WT3      Owners of buildings are expected to have proper garbage disposal facilities on their premises and the local planning authority will encourage the relevant Authority to have large garbage skips placed in public areas as a repository.

POLICY L WT4      Planning permission will not be given for waste disposal operations likely to have an adverse effect on public health and safety.

POLICY L WT5      The indiscriminate and unsatisfactory disposal of solid waste will not be tolerated and recycling will be encouraged as much as possible.

## WATER SUPPLY

Water supply in the Lacovia Local Planning Area is currently provided by the National Water Commission through a series of pump and lift stations. However some of these facilities are in need of rehabilitation and expansion in order to improve the regularity of water supply.

POLICY L WS1      The relevant authorities will ensure that the existing public water supply systems are improved to adequately service the local planning area.

Residents in areas where public water facilities are absent or unreliable still rely on rivers, streams and catchment tanks for supply of water. In these areas rainwater harnessing should be considered as it is an economical, safe and a sustainable

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FIFTH SCHEDULE, *contd.*

source of quality water when it is captured and stored in a correct manner. The use of catchment tanks should be encouraged.

POLICY L WS2 All new developments shall be required to provide rain water harnessing facilities or other suitable water source to satisfy the needs of the development.

The recycling of grey water and the harvesting of rain water should be considered as a sustainable alternative for water supply. Waste water from basins, baths, and showers can be recycled and used for example, to flush lavatories or to water gardens. In this way domestic water consumption can be substantially reduced, thus decreasing the demand on potable water.

POLICY L WS3 The use of rain water and recycled grey water will be encouraged and provision should be made for this in development proposals.

POLICY L WS4 New developments which are served with a piped domestic water supply system are encouraged to make provision for the use of rain water/grey water for the watering of plants and gardens.

## MAGGOTTY LOCAL PLANNING AREA

*Background*

Maggotty Local Planning Area is located in the north-western section of St. Elizabeth. The area is approximately 626 hectares and is predominantly hilly in nature as it is located in the Nassau Mountain. The area has a land capability of Class III/IV with areas susceptible to erosion.

The local planning area is located approximately 20 kilometres north-east of Black River, the parish capital and 8 km west of Siloah. The Maggotty Local Planning Area comprises sections of other communities such as New Holland, Vauxhall, Carisbrook and Coake.

The boundary is defined by the Elderslie to Vauxhall Secondary Road in the north, the Coake and Johntan Parish Council Roads to the east, the New Town Parish Council Road in the south and the Mt. Semple Parish Council Road to the west (Inset No. 9).

The local planning area has a population of 1,059 persons (*2011 Population Census*); a decrease of 3.46 percent (1,097 persons) since 2001 and has a youthful population as approximately 56 percent is below the age of 30. During the intercensal period (2001–2011) a growth rate of -0.35 percent was recorded. Assuming that this growth rate remains consistent it is projected that in 2021 its population will decrease to 1,022 person and 990 persons by the year 2030.

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FIFTH SCHEDULE, *contd.*

Of the total amount of land space within the local planning area agricultural land accounts for thirteen percent (13%), residential nineteen percent (19%) and undeveloped lands fifty-eight percent (58%). The remaining ten percent (10%) is occupied by a varied mix of uses inclusive of, commercial, light industrial, educational/institutional and services.

The main concentration of commercial and services occur along a section of the Y.S to Siloah Secondary Road within its town centre. Educational and institutional facilities such as the Maggotty High School and the market are also located along this thoroughfare.

TRANSPORTATION AND TRAFFIC

Transportation modal options are limited to public vehicles such as taxis and mini buses and other private motor vehicles.

*Road Network*

The Y.S to Siloah secondary road is the only major thoroughfare that traverses the local planning area. All major commercial activities and service facilities are located along this roadway. However, there are no sidewalk facilities and there is need for rehabilitation works in sections like many of the other roads within the area.

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| POLICY MG T1 | The local planning authority will seek to ensure that any rehabilitation of the main road or any other roads carried out in the area will include adequate sidewalk facilities (ramps etcetera) for the use and safety of pedestrians. |
| POLICY MG T2 | The local planning authority will seek to develop a road widening, improvements and maintenance programme to address the needs of the local population including the disabled.   |
| POLICY MG T3 | The local planning authority will seek to ensure that within the planning area all intersections and roadways are equipped with ramps and proper lighting to give visibility to motorists and pedestrians.                             |

*Vehicular Parking*

Residential parking is normally permitted along interior roads within a subdivision or lot. Currently, designated parking areas are limited. Vehicles are often parked along roadsides thereby inhibiting pedestrian and vehicular movements.

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| POLICY MG T4 | All new developments and extensions shall be required to satisfy parking requirements on site unless such |
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FIFTH SCHEDULE, *contd.*

provisions can be met elsewhere pursuant to the stipulations of the Development and Investment Manual, Volume 1, Section 1- Planning and Development, to the satisfaction of the Planning Authorities.

POLICY MG T5 The local planning authority shall implement parking arrangements for disabled persons which will be in accordance with Appendix 8 and Figure 2.

POLICY MG T6 All new developments having outdoor parking lots shall make use of green and or permeable parking surface techniques.

*Public Transportation Centre*

Currently, there are no public transportation facilities available to accommodate public transit. Taxis that traverse the various routes throughout the area park along the sides of the roadways to load and unload passengers. This practice is not safe and can cause obstruction to other commuters.

POLICY MG T7 The local planning authority will ensure that the main transport routes are provided with lay-bys to allow public passengers to embark and disembark safely along with a central collection point.

POLICY MG T8 If the economic activity in the area increases the local planning authority will seek to identify lands within Maggotty Local Planning Area to accommodate a proper transportation centre to accommodate all public passenger vehicles which will be expected to operate from this facility.

POLICY MG T9 The local planning authority will seek to ensure that the centre is provided with amenities necessary for the use and comfort of all commuters.

## HOUSING

A total of 554 dwellings units were recorded in 2011 for the area with a total of 472 households. (*Population Census, Housing, STATIN 2011*). The type of housing is predominantly residential single family one-storey structures and most are constructed with block and steel and are in need of minor repairs.

Although data reveals a decreasing population, lands should be preserved for additional residential development should the situation be reversed. The Housing Sector Policies of this Development Order may be applied where applicable.

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FIFTH SCHEDULE, *contd.*

POLICY MG H1      The local planning authority will normally support housing developments on suitable lands, which will appropriately satisfy the demand for residential housing and associated infrastructure within the local planning area.

The development of multi-family developments within areas zoned for residential purposes will each have to be assessed on its own merits. These should be properly sited and designed to ensure compatibility with the character of the area.

POLICY MG H2      New residential developments in the area shall be compatible with the nature and character of existing development.

POLICY MG H3      Applications for new housing developments will not normally be supported by the Planning Authority in areas where there is an existing deficiency in the provision of water supplies unless this can be made good within a reasonable time period.

POLICY MG H4      Residential development should not normally exceed two stories in height, be setback from property boundaries as stipulated in Appendices 11 and 21 and satisfy the necessary planning standards as stipulated by the Planning Authority.

The use of a density range allows developers to vary the size and types of dwellings on a site. Housing solutions should be integrated within the locality based on compatibility with the rural character of the area. In areas of conservation or environmental importance where low density accommodation or residential development is contemplated, strict stipulations will be prescribed.

POLICY MG H5      The following density ranges shall apply across the local planning area and may be varied by the planning authorities based on the existing physical conditions in the area:

- a.      Density shall not exceed 125 habitable rooms per hectare (50 habitable rooms per acre) as indicated on Figure 1, with building heights not exceeding four (4) floors.
- b.      Density shall not exceed 75 habitable rooms per hectare (30 habitable rooms per acre) as indicated on Figure 1, with building heights not exceeding two (2) floors.

FIFTH SCHEDULE, *contd.*

- c. In areas of conservation or environmental importance where low density accommodation or residential development is contemplated, the development will be prescribed to strict stipulations or conditions and must adhere to the recommendations of the relevant Planning Authorities.
- POLICY MG H6 In areas of steep slopes or unstable geology density for single family/ duplex developments, be varied by the local planning authority, based on the existing physical conditions in the area. See also Appendix 22.
- POLICY MG H7 Minimum setbacks from property boundaries for apartment/ townhouse development:
- i. 1.5m from the sides per floor up to a maximum of 4.5 metres.
  - ii. 1.5m from the rear per floor up to three (3) floors.
  - iii. the front boundary should be in keeping with the existing building line or as stipulated by the local planning authority.

## SOCIAL AMENITIES

There are certain social facilities lacking within the local planning area such as a community centre, recreational areas and cemeteries. Social facilities include a range of educational facilities, a post office, a police station, several churches, and a health centre.

- POLICY MG SA1 The local planning authority should in consultation with other agencies of government seek to identify lands that are suitable to locate the required essential social facilities.
- POLICY MG SA2 Developments that would decrease or eliminate any of the existing social facilities listed above will not be supported unless being replaced with a similar facility of equal or greater stature in the immediate neighbourhood.
- POLICY MG SA3 The use of the existing social facilities for other compatible uses will be supported by the Planning Authorities provided individual requirements are met and would not be out of character with the area.

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FIFTH SCHEDULE, *contd.**Recreational Area and Open Space*

Public recreational facilities are lacking within the local planning area. The local planning authority should identify lands within the locality suitable for a multipurpose facility to be used for recreational/institutional purposes.

The proposed facility should be capable of catering for cultural activities, skills training opportunities,) nightlife activities and other community activities that will broaden the area's appeal as a vibrant centre. Complimentary uses such as small shops, bars and restaurants will be permissible.

POLICY MG SA4      The local planning authority will support the development of a multipurpose facility for recreational and institutional purposes.

The recreational open space in the town centre should be developed as a park with seating facilities and be properly landscaped. No building infrastructure whether permanent or temporary should be located on this open space unless ancillary to the use.

POLICY MG SA5      The local planning authority will support the development of the Recreational open space located within the town centre.

POLICY MG SA6      No structure shall be allowed on any public open space that does not complement the use thereof (*e.g.* Telecommunication Towers and billboards, *et cetera*).

*Educational/Institutional*

There are educational facilities located within the local planning area which range from early childhood to secondary levels. Catchment areas for these schools are from the surrounding communities.

Currently enrolment for all educational facilities in the locality has not exceeded capacity and as such there is no immediate need for expansion. However with population growth, the school population will also increase and there may be a need for expansion or a new facility especially early childhood facilities.

POLICY MG SA7      The local planning authority will support the expansion or development of new educational facilities as the need arise.

POLICY MG SA8      Building heights for schools and churches shall not exceed three and two storeys, respectively.



FIFTH SCHEDULE, *contd.*

POLICY MG SA9 Minimum setbacks from property boundaries for schools and churches are:

- (i) 1.5m (5 feet) from the sides
- (ii) 3m (10 feet) from the rear
- (iii) 6m (20 feet) from the front

*Cemetery*

The local planning area lacks a public cemetery and no available lands exist within the local planning area for that proposal. In this regard the local planning authority should explore and promote other interment options which conserve land space or which may be incorporated into public open space.

POLICY MG SA10 The local planning authority will support the use of crematoria and other approved interment options provided that the relevant planning, health and environmental standards are met.

## URBAN ECONOMY

Commercial, office and service entities are located linearly along the sections of the Y.S to Siloah and the Maggoty to Tombstone Secondary Roads in vicinity of the centre. The urban core can be defined as the area from Maggoty Police Station on the Maggoty to Tombstone Secondary Road to where it meets Y.S to Siloah Secondary Road then along this roadway to the location of the Maggoty High School. Commercial facilities are mainly small bars, restaurants and shops. There are a few offices, and a small service station located along this stretch.

POLICY MG UE1 The local planning authority along with other relevant authorities will seek to implement strategies to invest in the revitalization and infrastructure of the local planning area.

POLICY MG UE2 For commercial and office uses, the following standards shall apply:

- (i) Buildings shall not normally exceed two (2) storeys in height. However, the authorities may consider a height of three (3) storeys in exceptional circumstances.
- (ii) Buildings should adhere to a floor area ratio of 0.5
- (iii) Plot coverage not exceeding  $33\frac{1}{3}\%$

FIFTH SCHEDULE, *contd.*

POLICY MG UE3	The local authorities will ensure that suitable sites are zoned for various types of land uses.
POLICY MG UE4	All large scale commercial developments in the local planning area should have no adverse impacts on sites adjacent to proposed development.
POLICY MG UE5	Developments open to the public or used for employment or educational purposes will not be permitted unless adequate access and facilities are provided for all people with disabilities.

Mixed-use developments in the local planning area are mainly residential/agricultural or residential with commercial. These will be encouraged to enable buildings to be used to their full potential and introduce life to the town, especially at nights when most activities cease operations. However, where land uses are incompatible this will not be encouraged.

POLICY MG UE6	Compatible mixed uses that satisfy the needs of the residents will be encouraged by the local planning authority.
POLICY MG UE7	Home based cottage industries will be encouraged where these are compatible with the existing surrounding developments or not be harmful to the environment.

## SUB-URBAN ECONOMY

The economic base of the local planning area is predominantly dependent on agriculture. Sugar cane is the dominant crop but subsistence farming of coconuts, bananas and ground provision exist. Agricultural lands, therefore, needs to be safeguarded against other activities which will diminish this source of income to residents.

POLICY MG SUE1	The local planning authority will ensure the protection and conservation of productive agricultural lands, especially in light of food security concerns related to climate change.
POLICY MG SUE2	Planning permission will not normally be granted for any development proposals having any detrimental effect on agricultural lands.
POLICY MG SUE3	The local planning authority will give due consideration to the establishment of agro- industrial developments at suitable locations where infrastructural facilities exist and surrounding amenities are not adversely affected.

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FIFTH SCHEDULE, *contd.*

Livestock rearing, apiculture, greenhouse uses and agro-industries will be supported on Class IV agricultural lands. However, some of these may require planning permission and should conform to the stipulation of the Natural Resource Conservation Authority.

POLICY MG SUE4      Activities such as livestock rearing and other intensive agricultural uses which contribute significantly to the rural economy will be encouraged on agricultural land where possible.

The Maggoty Market was once a vibrant shopping facility during the period of rail transportation. Over the last decade the use of this facility has declined. However it was recently refurbished but is not in use because of the lack of electricity and water. Residents however utilize market facilities located at the Appleton Estate, Balaclava and Santa Cruz.

POLICY MG SUE5      The local planning authority will ensure that the Maggoty Market is operational to include the essential services.

## CONSERVATION OF THE NATURAL ENVIRONMENT

The topography of the Maggoty Local Planning Area is characterized by sections of undulating terrain and flat lands, wetland areas and water courses. The existing vegetation, coupled with water courses enhance the amenity of the area and should be protected.

POLICY MG C1      The local authority will preserve stands of trees and woodlands that are of ecological value by placing these under Tree Preservation Order.

POLICY MG C2      Swamps and other wetland areas should not be filled until an Environmental Impact Assessment is done and permission given by the Natural Resources Conservation Authority and the local planning authority.

The Black River runs along sections of the eastern boundary of the local planning area. This water resource is vital to the area as it is used for domestic and agricultural purposes. Additionally it is a habitat for a wide variety of species, inclusive of mangroves.

POLICY MG C3      All rivers and streams will be preserved for domestic, agricultural and recreational purposes and the local planning authority will not grant permission within for any activity that will defeat this purpose.

FIFTH SCHEDULE, *contd.*

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| POLICY MG C4 | Planning permission will not be given for any form of development which will result in the disruption or blockage of any natural run off channel.   |
| POLICY MG C5 | The Planning Authorities will ensure that environmentally sensitive or vulnerable areas should be reserved as natural areas and greenbelt preserves for recreation whenever possible and used as open space buffers between incompatible land uses. |
| POLICY MG C6 | The local planning authority shall establish a “no-build zone” along the Black River in Maggoty.  |

## WATER SUPPLY

Water supply is currently provided by the National Water Commission through a series of pump and lift- stations. This provides thirty-nine percent (39%) of the households with potable water. The usage of catchment tanks to supply potable water accounts for fifty-nine percent (59%).

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| POLICY MG WS1 | The relevant authorities will ensure that the existing public water supply systems are improved to adequately service the local planning area. |
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Residents in areas where public water facilities are absent or unreliable still rely on rivers, streams and catchment tanks for the supply of water. In these areas rainwater harvesting should be considered as it is an economical, safe and sustainable source of quality water when captured and stored in a correct manner. The use of catchment tanks should be encouraged.

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| POLICY MG WS2 | All new developments shall be required to provide rain water harvesting facilities or other suitable water source to satisfy the needs of the development. |
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The recycling of grey water and the harvesting of rain water should be considered as a sustainable alternative for water supply. Waste water from basins, baths, and showers can be recycled and used for example, to flush lavatories or to water gardens. In this way domestic water consumption can be substantially reduced.

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| POLICY MG WS3 | The use of rain water and recycled grey water will be encouraged and provision should be made for this in development proposals.  |
| POLICY MG WS4 | New developments which are served with a piped domestic water supply system are encouraged to make provision for the use of rain water/grey water for the watering of plants and gardens. |

FIFTH SCHEDULE, *contd.*

## WASTE TREATMENT AND DISPOSAL

*Sewage Disposal*

Currently the methods that are currently being used for sewage disposal are septic tanks and absorption pits.

POLICY MG WT1      Permission will not be granted for any new development or extension to existing development unless treatment is to a tertiary stage.

POLICY MG WT2      In the absence of a central sewage system the following sewage disposal methods may be permitted in appropriate situations:

- (a) septic tanks and tile field
- (b) Any other safe and appropriate waste disposal technology as may be developed that is acceptable to the Planning Authorities and other relevant agencies.

Although there is access to piped water, residents should discharge their sewage by means of one of the methods approved for such situations. This should however, have regards to the type of building, intensity or scale of development, lot size, soil characteristics, sources of ground water and topographical conditions existing in the area.

POLICY MG WT3      For single family houses on lots of five hundred and eighty square meters and larger waste disposal should be by means of septic tank and tile field with grease trap incorporated where the soil is considered suitable.

*Solid Waste Disposal*

The National Solid Waste Management Authority has the mandatory duty for the collection of solid waste within the local planning area. Data provided by STATIN Population census 2011 shows that only twenty-two percent (22%) of household within the local planning area benefit from public garbage collection by the NSWMA. However a large percentage of the population (72%) burn solid waste while others either dump or bury. This latter practice can have adverse effect on the amenities and health of neighbouring properties.

POLICY MG WT4      The indiscriminate and unsatisfactory disposal of waste will not be encouraged and the local planning authority will support the routine collection and recycling of such waste as much as possible.

FIFTH SCHEDULE, *contd.*

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| POLICY MG WT5 | All developments will be required to make adequate provision for the storage and collection of waste matter which should if possible be sorted into non-recyclable and recyclable categories. |
| POLICY MG WT6 | The disposal of waste into sinkholes and caves will not be supported by the Planning Authority.   |

## ELDERSLIE LOCAL PLANNING AREA

*Background*

Elderslie is classified as a district centre by Jamaica's Settlement Strategy 1997. It is a small rural area located in northern St. Elizabeth with its northern boundary abutting the St. James Parish Boundary. It is located approximately 12km north of Maggoty, 33km north- west of Santa Cruz and 43km north-east of Black River. The terrain is undulating-steep in some sections with deep valleys in other sections. The boundary of the Elderslie Local Planning Area covers an area of 304.049 hectares (751.318 acres) and extends over parts of Arcadia in the north, Cooks Bottom in the east and Cedar Spring in the south (see Inset No. 10).

The population decreased by 11 persons during the 2001-2011 intercensal period from 874 persons in 2001 to 863 in 2011. This represents an annual decreasing rate of 0.13 per cent. If this trend remains constant, the population of the Elderslie Local Planning Area is expected to decrease to 852 persons in 2021 and 842 persons by the year 2030.

## TRANSPORTATION AND TRAFFIC

The Elderslie/Vauxhall secondary road is the main transportation route for the conveyance of people and commodities in and out of the local planning area. It provides an essential link to services and facilities in the parishes of St. James and St. Elizabeth. The main commercial developments and service facilities are located along this thoroughfare which needs to be improved to include widening of the roadway for the free flow of traffic through the local planning area.

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| POLICY EL T1 | The Planning Authorities will support rehabilitation of the arterial or any other roads in the area that improves traffic flow and circulation within the local planning area |
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*Road Network*

The road hierarchy of the local planning area consists of one Class A road which runs from south to north connected to a network of secondary and access roads. The roads are designed to facilitate both vehicular and pedestrian movement throughout but are very narrow and lack sidewalk reservation in some sections resulting in pedestrians walking onto the roadway.

FIFTH SCHEDULE, *contd.*

POLICY EL T2	The local planning authority will seek to ensure that adequate sidewalk facilities are placed in areas where lacking and the safety of pedestrians are threatened.
POLICY EL T3	In granting permission the local planning authority will ensure that utility poles and installation in the road reservation do not obstruct the free movement of pedestrians and that where possible such utilities will be installed underground.
POLICY EL T4	The local planning authority will seek to ensure that persons with special needs are able to access sidewalk facilities.

*Vehicular Parking*

The Elderslie Local Planning Area is faced with inadequate on-site parking spaces. Patrons of businesses or service facilities within the area generally park on the streets when accessing these businesses. Additionally, there is a lack of adequate space to accommodate the delivery of goods as these vehicles park along the street to deliver goods and this can impede the free flow of traffic.

POLICY EL T5	All new development or extensions are required to provide adequate on-site parking as set out in the parking regulations, unless it is found impractical or not feasible; in which case alternative arrangements for parking will have to be made and approved by the local planning authority.
POLICY EL T6	All new developments having outdoor parking lots shall make use of green and or permeable parking surface techniques.
POLICY EL T7	The local planning authority shall seek to provide and implement parking arrangements for disabled persons which will be in accordance with Appendix 8 and Figure 2.
POLICY EL T8	In certain type of developments, developers will be required to provide loading and off-loading bays within the curtilage of the site.

*Public Transportation*

The Elderslie Local Planning Area lacks a public transportation centre for public vehicles and commuters. The level of traffic generation witnessed in Elderslie is largely based on the lack of 'large scale' economic activity in the area, which lessens the need for a public passenger transportation centre. Public passenger

FIFTH SCHEDULE, *contd.*

vehicles can, therefore, park for the loading and unloading of passengers along the roadways as is necessary. However, if the local planning area becomes more vibrant in the future with increased economic developments a suitable location should be identified by the local planning authority for a transportation centre.

POLICY EL T9            The local planning authority will seek to have the relevant authority construct lay-bys at appropriate locations along roadways to facilitate the picking up and setting down of passengers

POLICY EL T10          If the economic activity in the area increases substantially then an off-street site shall be identified and developed by the local planning authority for public passenger vehicles and commuters.

## HOUSING

Residential units in the local planning area are mainly single family detached type units which are generally in fair to good condition. According to STATIN (2011), there are 473 housing units to satisfy a population of 863 persons. Using an average household size of 3.1 persons the local planning area should normally require 278 housing units to satisfy the population. However there seem to be a surplus of housing units as the area is experiencing a negative population growth rate and consequently not many additional housing units are required. The majority of housing activity is expected to be in the form of renovations and expansion of the existing housing stock. The appropriate policies in the Housing Sector Policies of this Order may be applied where applicable.

POLICY EL H1            The Planning Authority will ensure that the nature and character of new housing development is in keeping with those existing in the surrounding areas.

POLICY EL H2            Residential development will be encouraged in areas identified on land use zoning map for such uses (see Inset No. 10).

POLICY EL H3            In order to satisfy low income housing demand a mixture of housing solutions will be encouraged at appropriate locations within the local planning area.

POLICY EL H4            Proposals for change of use of a residential property to a non-residential use will only be permitted if the non-residential activity is compatible with the residential character of the area.



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FIFTH SCHEDULE, *contd.*

## POLICY EL H5

The following density ranges shall apply across the local planning area and may be varied by the Planning Authorities, based on the existing physical conditions in the area:

- a. Density shall not exceed 125 habitable rooms per hectare (50 habitable rooms per acre) as indicated on Figure 1, with building heights not exceeding four (4) floors.
- b. Density shall not exceed 75 habitable rooms per hectare (30 habitable rooms per acre) as indicated on Figure 1, with building heights not exceeding two (2) floors.

## POLICY EL H6

Minimum setbacks from property boundaries for apartment/townhouse development:

- i. 1.5m from the sides per floor up to a maximum of 4.5 metres.
- ii. 1.5m from the rear per floor up to three (3) floors.
- iii. the front boundary should be in keeping with the existing building line or as stipulated by the local planning authority.

The local planning authority will ensure adequate recreation areas are provided in housing developments 11 lots and over. These should be well designed, equipped and accessible to the community.

## POLICY EL H7

In all new housing development 11 lots and over, land is to be provided to meet the amenity needs of the projected population in accordance with the General Development Policies and Appendix 11 of this Order.

The terrain of the local planning area is undulating with steep slopes in some sections. Analyses of landslide risk susceptible models indicate that the local planning area would require expensive engineering mitigation measures to combat against this occurrence. In areas of conservation or environmental importance where low density accommodation or residential development is contemplated the density may be varied by the Planning Authority.

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FIFTH SCHEDULE, *contd.*

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| POLICY EL H8 | Housing development will not normally be supported in sections of the local planning area that are steep and unstable and susceptible to land slippage, erosion or any other natural hazards. |
| POLICY EL H9 | In areas of steep slopes or unstable geology density for single family/ duplex developments, may be varied by the local planning authority. Guidelines in Appendix 22 also applies.           |

## SOCIAL AMENITIES

The Elderslie Local Planning Area has some of the basic social amenities such as churches, schools, health centre and post office located within its boundaries, however other essential services are lacking. The prospects of growth of this local planning area will depend on its ability to provide residents with the basic social services needed to foster community development and become self-reliant to function as a local planning area.

*Recreation and Open Space*

The Elderslie Local Planning Area lacks a suitable facility to serve as a recreational area and community centre for its residents. Community members use the playfield located at the Elderslie Primary and Junior High school for recreational purposes. However the local planning authority should ensure that a suitable alternative site is developed, managed and maintained to satisfy the needs of the area.

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| POLICY EL SA1 | The local planning authority will assist in identifying suitable lands within the local planning area to be developed as a community and recreational area.                |
| POLICY EL SA2 | No structure shall be allowed on any public open space that does not complement the use thereof (for example, telecommunication towers and billboards, <i>et cetera</i> ). |

*Educational/Institutional Facilities*

The educational facilities within the area range from pre-primary to secondary institutions. The problem of overcrowding is not an issue within these institutions but rather the need for refurbishing.

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| POLICY EL SA3 | The local planning authority will support the upgrading and refurbishing of educational and institutional facilities by the relevant agencies. |
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FIFTH SCHEDULE, *contd.*

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| POLICY EL SA4 | Developments which would result in the reduction of the available educational facilities will not be encouraged unless provisions can be made elsewhere at a suitable location to offset any loss which would result from such development. |
| POLICY EL SA5 | New proposals for construction or expansion of educational and institutional uses will be assessed on merit and shall conform to all required planning standards.   |
| POLICY EL SA6 | Building heights for schools and churches shall not exceed three and two storeys, respectively.   |
| POLICY EL SA7 | Minimum setbacks from property boundaries for schools and churches are: <ul style="list-style-type: none"> <li>(i) 1.5m from the sides per floor</li> <li>(ii) 3m from the rear</li> <li>(iii) 6m from the front</li> </ul>                 |

*Health Centre*

A Type II health centre is located in Elderslie and it currently is faced with a number of challenges, chief of which is the need for a larger building with proper office spaces. The local planning authority will support the upgrading and maintenance of the health centre to adequately provide health care services for the area.

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| POLICY EL SA8 | The local planning authority will support the expansion and upgrading of the health facility as is necessary. |
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*Cemetery*

The Elderslie Local Planning Area lacks a public cemetery and there are no available lands within the local planning area for this purpose. In this regard the local planning authority should explore and promote other interment options which conserve land space or which may be incorporated into public open space.

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| POLICY EL SA9 | The local planning authority will support the use of crematoria and other approved interment options provided that the relevant planning, health and environmental standards are met. |
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FIFTH SCHEDULE, *contd.*

## URBAN ECONOMY

Limited economic opportunities are available in the commercial and service sectors. The commercial activities consist of small shops and bars. Residents are forced to travel to other local planning areas for employment opportunities and also to access services associated with commerce, finance, social services, restaurants and professional services. In order to create a vibrant community and create more jobs within the local planning area special attention will have to be given to activities which will diversify its economy. The appropriate policies in the Urban Economy Sector and Control of Advertisements of this Order may also be applied where relevant.

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| POLICY EL UE1 | Commercial, office and industrial developments will be encouraged in the Elderslie Local Planning Area in areas zoned for such activities (See Inset No.10).  |
| POLICY EL UE2 | The local planning authority will ensure that all commercial, office and industrial developments within the local planning area have minimal adverse impact on the site to be developed or on neighbouring sites.   |
| POLICY EL UE3 | For commercial and office uses, the following standards shall apply: <ul style="list-style-type: none"> <li>(i) Buildings shall not normally exceed two (2) storeys in height. However, the authorities may consider a height of three (3) storeys in exceptional circumstances.</li> <li>(ii) Buildings should adhere to a floor area ratio of 0.5</li> <li>(iii) Plot coverage not exceeding 33 <math>\frac{1}{3}</math> %</li> </ul> |

Mixed uses will be encouraged at suitable locations within the local planning area. This will enable lands to be used to their full potential. However where these activities are incompatible this will not be encouraged.

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| POLICY EL UE4 | Compatible mixed use developments will be encouraged at appropriate locations within the local planning area. |
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Local or corner shops serve an important function in communities as supplemental income is provided, in addition retail access is provided for residents. Such facilities will normally be supported at suitable locations and must not detract from residential amenities. Monitoring, however, must be employed by the local planning authority to ensure against the proliferation of haphazard commercial development.

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FIFTH SCHEDULE, *contd.*

POLICY EL UE5      Proposals for corner shops in rural areas will be given consideration in appropriate locations and must not detract from the residential amenities of the area.

POLICY EL UE6      Proposals for improvements to local shopping facilities in residential areas will normally be permitted.

The disabled are often not taken into consideration in the design of developments and, therefore, find it difficult to access some buildings. Sometimes when there is access they are unable to use the facilities provided. With new developments the local planning authority will ensure that adequate provisions are made for these citizens.

POLICY EL UE7      Developments open to the public or used for employment or educational purposes will not be permitted unless adequate access and facilities for example ramps are provided for people with disabilities.

## SUB-URBAN ECONOMY

Agriculture plays an important role in the economic development of the local planning area as it is the main economic activity for several families practicing subsistence farming. Agricultural lands have to be protected from development pressures which may reduce productivity and the conversion of good agricultural land (classes I–II /III) to non-agricultural activities. The appropriate policies in the Rural Economy Sector Policies of this Order may also be applied where relevant.

POLICY EL SUE1      The local planning authority will ensure that areas of agricultural importance/potential are protected from fragmentation, sterilization and encroachment by uses not associated with agriculture, especially in light of food security concerns related to climate change.

It is the general belief that if land cannot be cultivated it has no agricultural potential and should be used for other purposes such as, housing developments. Cultivation of land is not the only viable agricultural activity that can be undertaken. In areas where the land is of a poor quality the rearing of animals and employment of greenhouse or hydroponic technologies from which substantial economic returns may be obtained, can be undertaken. However in dealing with such applications care will be taken to ensure that there is no significant effect on the environment or the aesthetics of the surroundings including other areas under agricultural production.

POLICY EL SUE2      The local planning authority will normally support the development of alternative and innovative agricultural activities which will utilize otherwise unproductive or underutilized agricultural lands.

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FIFTH SCHEDULE, *contd.*

- POLICY EL SUE3      Development will not be allowed by the local planning authority on poor or underutilized agricultural land if it will in anyway adversely affect the existence of good agricultural land.

There is a need for sustainable income generating methods that will stimulate economic growth within the locality. Suitable agro-processing plants located at appropriate sites throughout the area are one way to stimulate the economy by providing employment for residents.

- POLICY EL SUE4      The local planning authority will give due consideration to the establishment of agro industrial development at suitable locations where the infrastructural facilities are available and where surrounding amenities will not be adversely affected.

The development of small scale industries in the home can bring added income to families with the requisite skills. These should not be un-neighbourly activities and should at all times be appropriate for the environment in which such uses are being undertaken.

- POLICY EL SUE5      The Planning Authorities will support the establishment of small scale or other income generating activities in homes which will not be a nuisance to neighbours, or have any adverse impact on the environment.

It is reasonable to expect owners of agricultural lands within the area to want to erect residencies on their properties. While this could be supported, the possibility of large scale subdivision of agricultural lands for residential purposes could be problematic. Strict controls will be placed on any such approvals preventing future subdivision of the land.

- POLICY EL SUE6      Planning permission for residential development on agricultural lands in the local planning area will be given subject to the building being occupied in connection with the agricultural use and that there will be no further subdivision of the land for residential purposes.

- POLICY EL SUE7      The local planning authority will grant permission for agricultural land to be used for farmstead/homestead ( $\frac{1}{2}$ –1 acre minimum lot size) in exceptional circumstances where property owner/occupier cannot access suitable housing solutions elsewhere.

FIFTH SCHEDULE, *contd.*

## CONSERVATION OF THE NATURAL AND BUILT ENVIRONMENT

*The Natural Environment*

The Maiden Valley River traverses the north-eastern section of the local planning area. This river is used by residents for domestic and agricultural purposes. Due to its importance the local planning authority must ensure that all activities which occur in or in proximity to the river are strictly controlled. The appropriate policies in the Conservation of the Built and Natural Environment section of this Development Order may also be applied where relevant.

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| POLICY EL C1 | Planning permission will not be given for developments which will adversely affect the quantity or quality of fresh water resources within the local planning area.            |
| POLICY EL C2 | Planning permission will not be given for development within the Conservation Area contrary to the established objectives for designation and management of the area.          |
| POLICY EL C3 | An environmental impact assessment may be required for any proposed development that could have potentially significant effects on the Conservation Area or its wider setting. |

## THE BUILT ENVIRONMENT

*Historical, Archaeological Sites and Buildings*

Currently there are no declared national monuments or heritage sites located within the Elderslie Local Planning Area. However if there are aspects of the built environment which add to the historical or archaeological character of the local planning area representation should be made to the Jamaica National Heritage Trust for declaration.

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| POLICY EL C4 | Recommendations will be made by the local planning authority to the Jamaican National Heritage Trust, for any site or buildings of an historical or archaeological character for declaration. |
| POLICY EL C5 | Permission will not be given for the development of any declared heritage or archaeological site without the approval of the Jamaican National Heritage Trust.                                |
| POLICY EL C6 | Owners of property on which there are historic relics will be encouraged to restore and preserve these in keeping with the recommendation of the Jamaican National Heritage Trust.            |

FIFTH SCHEDULE, *contd.*

## WATER SUPPLY

The water supply in Elderslie is currently provided by the National Water Commission through a series of pumps and lift stations. Data from STATIN 2011 show that approximately eight percent (8%) of the households receive water from the public source, seventy-two percent (72%) from private sources and twenty-one percent (21%) from rivers. Some of the facilities supplying potable water to the local planning area are in need of rehabilitation and expansion to improve the regularity of water supply in the area.

POLICY EL WS1      The relevant authorities will ensure that the existing public water supply systems are improved to adequately service the local planning area.

Residents in areas where public water facilities are absent or unreliable still rely on rivers and catchment tanks for the supply. In these areas rainwater harvesting should be continued as it is an economical, safe and sustainable source of quality water when captured and stored in a correct manner, example catchment tanks.

POLICY EL WS2      All new developments shall be required to provide rain water harvesting facilities or other suitable water sources to satisfy the needs of the development.

The recycling of grey water and the harvesting of rain water should be considered as a sustainable alternative for water supply. Waste water from basins, baths, and showers can be recycled and used for example, to flush lavatories or to water gardens. In this way domestic water consumption can be substantially reduced, thereby decreasing the demand for potable water.

POLICY EL WS3      The use of rain water and recycled grey water will be encouraged and provision should be made for this in development proposals.

POLICY EL WS4      New developments which are served with a piped domestic water supply system are encouraged to make provision for the use of rain water/grey water for the watering of plants and gardens.

## WASTE TREATMENT AND DISPOSAL

*Sewage Disposal*

Data provided by STATIN Population census 2011 shows that fifty-six percent (56%) of household within the local planning area use water closets for the disposal of sewage, thirty-five percent (35%) use pit latrines and nine percent (9%) use other means. It is unlikely that central collection facilities will be installed in the near future and that sewage disposal is by way of an approved method for such situations usually to tertiary treatment. This should, have regards to the type



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FIFTH SCHEDULE, *contd.*

of building, intensity or scale of development lot size, soil characteristics, sources of ground water and topographical conditions existing in the area.

POLICY EL WT1 In the absence of a central sewage system the following sewage disposal methods may be permitted in appropriate situations:

- (i) septic tanks and tile field.
- (ii) Any other safe and appropriate waste disposal technology as may be developed that is acceptable to the Planning Authorities and other relevant agencies.

*Solid Waste Disposal*

Southern Parks and Markets (SPM) is the body responsible for the collection and disposal of solid waste within the local planning area. Data provided by STATIN Population Census (2011) show that thirty-one percent (37%) of households benefit from public garbage collection at least once per week, while burning is done by approximately fifty-seven percent (57%) of households and seven percent (7%) use other means. Burning and the indiscriminately disposal of garbage along the roadways, in drains and gullies is a cause for concern within the local planning area.

POLICY EL WT2 Owners of buildings are expected to have proper garbage disposal facilities on their premises and the local planning authority will encourage the relevant Authority to have large garbage skips placed in public areas as a repository.

POLICY EL WT3 Planning permission will not be given for waste disposal operations likely to have an adverse effect on public health and safety.

POLICY EL WT4 The indiscriminate and unsatisfactory disposal of solid waste will not be tolerated and recycling will be encouraged as much as possible.

NEW MARKET LOCAL PLANNING AREA

*Background*

New Market Local Planning Area is located in north-western St. Elizabeth bordering the parish of Westmoreland and was classified as a District Centre (National Physical Plan 1978–1998). The area is approximately 1,247.031 hectares in area and is predominantly hilly in nature and has a land capability of Class III/IV with areas that are susceptible to erosion and prone to flooding.

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FIFTH SCHEDULE, *contd.*

The local planning area is located approximately 14 kilometres north of Black River, the parish capital and 10 kilometres north west of Middle Quarters. The area comprises communities such as sections of New Savanna and Flint Valley in the north, Beersheba in the east, Mocho and Nightingale Grove in the south and Lewisville in the west.

In 2011, New Market had a population of 2,441 persons; a decrease of 14.91 percent (2,857 persons) since 2001. During this inter-censal period (2001–2011) a growth rate of -1.56 percent was recorded. Assuming that this growth rate remains consistent it is projected that in 2021 the population of the local planning area will decrease to 2,085 persons and 1,810 persons by the year 2030. (*Population Census, Age and Sex, STATIN 2011*).

The local planning area is a farming community and agricultural uses occupy approximately 26.1 percent of the land space. Residential land accounts for approximately 26.2 percent. The vast amount (33.4 percent) remains undeveloped due to the topography. The remaining percentages of land are occupied by mix of other uses such as commercial, light industrial and social services/amenities.

In 1979 the local planning area was severely impacted by flooding damaging the urban core and a majority of the social services. As a result some commercial establishments and services such as the police station and library were relocated to a section along the Hopeton to New Market Secondary Road, thereby creating a new urban core. Today, there are a few commercial and industrial businesses still operating within the old urban core. Residential uses along with recreational areas and few small shops are primarily located within the interior along the parochial roads and some sections of the secondary roads.

## TRANSPORTATION AND TRAFFIC

The New Market to Middle Quarters secondary road is the main thoroughfare within the local planning area as well as the Hopeton to New Market secondary road. Transportation modal options are limited to public vehicles such as taxis, mini buses and other private motor vehicles.

*Road Network*

All major commercial activities and service facilities are located along Hopeton to New Market secondary road. However, sidewalk and drainage facilities are limited within the area. All rehabilitation works should be done to include sidewalk and drainage features.

## POLICY NM T1

The local planning authority will seek to ensure that any rehabilitation of the main road or any other roads carried out in the area will include adequate sidewalk facilities where absent, for the use and safety of all users, especially the disabled.

FIFTH SCHEDULE, *contd.*

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| POLICY NM T2 | The local planning authority will seek to develop a road widening, improvements and maintenance programme to address the needs of the local population.  |
| POLICY NM T3 | The local planning authority will seek to ensure that within the planning area all intersections and roadways are equipped with proper lighting to give visibility to motorists and pedestrians. |

*Parking*

Residential parking is normally permitted along interior roads within a subdivision or lot. Currently, designated parking areas are limited. Vehicles are often parked along roadsides inhibiting free movement of pedestrian and vehicular traffic.

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| POLICY NM T4 | All new developments and extensions shall be required to satisfy parking requirements on site unless such provisions can be met elsewhere pursuant to the stipulations of the Development and Investment Manual, Volume 1, Section 1- Planning and Development, to the satisfaction of the Planning Authorities. |
| POLICY NM T5 | The local planning authority shall implement parking arrangements for disabled persons which will be in accordance with Appendix 8 and Figure 2.   |
| POLICY NM T6 | All new developments having outdoor parking lots shall make use of green and or permeable parking surface techniques.  |

*Public Transportation Centre*

Currently, there are no public transportation facilities in the area. Taxis converge within the “old” urban core at the intersection of the New Market to Middle Quarters secondary road and the Mocho/Woodlands P.C.R. Limited bus bays exist but generally passengers are loaded and unloaded arbitrarily along the sides of roads. This practice is not safe and can cause obstruction to other commuters.

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| POLICY NM T7 | The local planning authority will seek to establish a suitable transportation centre to accommodate taxis and stage carriers and/or will facilitate the construction of lay-bys and bus bays for the picking up and letting off of passengers.           |
| POLICY NM T8 | All forms of public transportation will be required to utilize the transportation centre to be erected on lands deemed suitable by the local planning authority and equipped with the requisite facilities to satisfy the needs of the commuting public. |

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FIFTH SCHEDULE, *contd.*

- POLICY NM T9 To avoid increased congestion along the Hopeton to New Market secondary road, the local planning authority will not support on-street parking along the roadway between the Lewisville High School and the intersection of the New Market to Middle Quarters secondary road with the Hopeton to New Market secondary road.

## HOUSING

A total of 899 dwellings units and 1,143 households were recorded in 2011 (*Population Census, Housing, STATIN 2011*). Housing is predominantly one storey single family residential concrete structures.

The local planning area has a surplus of 96 dwelling units based on the national average household size. This implies that the existing housing infrastructure adequately satisfies the current demand. Although data reveals a decreasing population lands should be reserved for additional residential development.

The appropriate policies in the Housing Sector Policies of this Order may be applied where applicable.

- POLICY NM H1 The local planning authority will normally support housing developments on suitable lands and will ensure that adequate lands will be zoned for this purpose.

There is no pressing demand for densities to be increased however if the need arises these would normally be permitted in areas zoned for residential development and be in keeping with the character of the area.

- POLICY NM H2 New residential developments shall be compatible with the character of existing developments.

- POLICY NM H3 Residential development should not normally exceed two stories in height, be setback from property boundaries as stipulated in Appendices 11 and 21 and satisfy the necessary planning standards as stipulated by the Planning Authority.

The use of a density range allows developers to vary the size and types of dwellings on a site. Housing solutions should be integrated within the locality based on compatibility with the rural character of the area.

- POLICY NM H4 The following density ranges shall apply across the local planning area and may be varied by the Planning

FIFTH SCHEDULE, *contd.*

Authorities, based on the existing physical conditions in the area:

- (a) Density shall not exceed 125 habitable rooms per hectare (50 habitable rooms per acre) as indicated on Figure 1, with building heights not exceeding four (4) floors.
- (b) Density shall not exceed 75 habitable rooms per hectare (30 habitable rooms per acre) as indicated on Figure 1, with building heights not exceeding two (2) floors.

POLICY NM H5 In areas of steep slopes or unstable geology density for single family/ duplex developments, may be varied by the local planning authority and shall be in accordance with the Hillside Development Manual for Jamaica which have been developed for these areas.

POLICY NM H6 Minimum setbacks from property boundaries for apartment/townhouse development:

- (i) 1.5m from the sides per floor up to a maximum of 4.5 metres.
- (ii) 1.5m from the rear per floor up to three (3) floors.
- (iii) the front boundary should be in keeping with the existing building line or as stipulated by the local planning authority.

## SOCIAL AMENITIES

There are several social facilities located within the local planning area. These include a police station, post office, a Type II health clinic, a library, educational facilities and numerous churches. Recreational areas such as open spaces exist but are limited. The community centre which was damaged by a previous flood is yet to be rebuilt.

POLICY NM SA1 The local planning authority should seek to identify lands that are suitable to locate any essential social facility which is lacking.

POLICY NM SA2 Developments that would decrease or eliminate any of the existing social facilities listed above will not be

FIFTH SCHEDULE, *contd.*

supported unless being replaced with a similar facility of equal or greater stature in the immediate neighbourhood.

- POLICY NM SA3 The use of the existing social facilities for other compatible uses will be supported by the Planning Authorities provided individual requirements are met and would not be out of character with the area.

*Recreational Area and Open Space*

The local planning area is in need of a community centre. The local planning authority will support the identification of lands within the locality which are suitable for a multipurpose facility which could be used for recreational/institutional purposes.

The proposed facility should be capable of catering for cultural activities, skills training, nightlife and other community activities that will broaden the local planning area's appeal. Complimentary uses such as small shops, bars and restaurants will be permissible.

- POLICY NM SA4 The local planning authority will support the redevelopment of the existing site for the community centre.
- POLICY NM SA5 The local planning authority will additionally support the development of a multipurpose facility for recreational and institutional purposes.
- POLICY NM SA6 No structure shall be allowed on any public open space that does not complement the use thereof (example Telecommunication Towers and billboards, *et cetera*).

*Educational/Institutional*

There are educational facilities located within the area ranging from early childhood to secondary education. Catchment areas for these schools are from the locality and surrounding communities within the parish as well as communities in St. James and Westmoreland.

Currently enrolment for all educational facilities has not exceeded capacity and presently there are no plans or need for expansion. However with population growth, it is assumed that the school population will also increase creating a need for expansion or a new facility.

- POLICY NM SA7 The local planning authority will support the expansion or development of new educational facilities.

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FIFTH SCHEDULE, *contd.*

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| POLICY NM SA8 | Building heights for schools and churches shall not exceed three and two storeys, respectively.  |
| POLICY NM SA9 | Minimum setbacks from property boundaries for schools and churches are: <ul style="list-style-type: none"><li>(i) 1.5m (5 feet) from the sides</li><li>(ii) 3m (10 feet) from the rear</li><li>(iii) 6m (20 feet) from the front</li></ul> |

*Cemetery*

The New Market Local Planning Area does not have a public cemetery. There are no available lands existing within the area for a cemetery hence, the local planning authority should explore and promote other interment options which will conserve land space or which may be incorporated into public open spaces.

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| POLICY NM SA10 | The local planning authority will support the use of crematoria and other approved interment options provided that the relevant planning, health and environmental standards are met. |
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## URBAN ECONOMY

There are two commercial nodes located within the local planning area; the “old” urban core located along a section of the new Market–Middle Quarters secondary road and the “new” urban core located along the Green Valley Parish Council Road. Due to extensive flooding in the “old” urban core, essential social services and some commercial entities were relocated thus creating a new urban core.

Commercial facilities are mainly small bars, wholesale outlets and shops. There is also a small gas station and a People’s Co-Operative Bank. Economic activities that currently exist are not sufficient to create a competitive environment to stimulate economic growth. Therefore, additional economic facilities are necessary for the revitalization of the local planning area.

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| POLICY NM UE1 | The local authorities will support the urban economy of the local planning area through the reservation and identification of suitable sites for the diversification of various compatible uses. |
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Most buildings located within the “old urban core” are vacant or abandoned and were once used for commercial activities. The local planning authority will support the revitalization of this area.

FIFTH SCHEDULE, *contd.*

- POLICY NM UE2      The local planning authority along with other relevant authorities will seek to implement strategies to invest in the revitalization of the “old urban core”.
- POLICY NM UE3      For commercial and office uses, the following standards shall apply:
- (i)      Buildings shall not normally exceed two (2) storeys in height. However, the authorities may consider a height of three (3) storeys in exceptional circumstances.
  - (ii)     Buildings should adhere to a floor area ratio of 0.5.
  - (iii)    Plot coverage of no less  $33\frac{1}{3}\%$

There are a number of mixed use activities within the area. Those such as residential and commercial activities adjoining each other will be encouraged to introduce life to the town, especially at nights when most activities cease operations. However, where land uses are incompatible they will not be encouraged.

- POLICY NM UE4      Compatible mixed uses that satisfy the needs of the residents and create additional jobs will be encouraged by the local planning authority at suitable locations.
- POLICY NM UE5      Mixed-use developments such as residential and commercial at a ratio of 60:40 respectively will be encouraged in appropriate areas for example along the major thoroughfare, and will at all times protect the residential amenities.
- POLICY NM UE6      Home based cottage industries in areas which are compatible with the existing surrounding developments and will not be harmful to the environment will be encouraged.
- POLICY NM UE7      Neighbourhood shopping facilities at suitable location will be supported.
- POLICY NM UE8      Developments open to the public or used for employment or educational purposes will not be permitted unless adequate access and facilities are provided for all people with disabilities.

## SUB-URBAN ECONOMY

The economic base of the local planning area is predominantly dependent on agriculture. Agricultural lands account for 26.1 percent of the land space within the area. Cultivation ranges from large scale farming to small. Agricultural lands,



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FIFTH SCHEDULE, *contd.*

therefore, need to be safeguarded against other activities which will reduce its potential and diminish this source of income to residents.

POLICY NM SUE1      The local planning authority will ensure the protection and conservation of productive agricultural lands and will give priority to agricultural uses over other uses, especially in light of food security concerns related to climate change.

POLICY NM SUE2      Planning permission will not be granted for any development proposals that would have a detrimental effect on productive or potentially productive agricultural lands.

POLICY NM SUE3      Where lands have been zoned for residential agriculture, the local planning authority may grant permission for the establishment of farmstead/homestead ( $\frac{1}{2}$ –1 acre minimum lot size) in exceptional circumstances where property owner/occupier cannot access suitable housing solutions elsewhere.

The New Market Local Planning Area has a land capability comprising mainly Class II & V agricultural lands. To encourage economic development other agricultural activities such as livestock rearing, apiculture, greenhouse and tree crop cultivation will be supported on and Class IV lands. However, some of these may require planning permission and should conform to the stipulation of the relevant agencies.

POLICY NM SUE4      Activities such as livestock rearing and other intensive agricultural uses which contribute significantly to the rural economy will be encouraged on agricultural land where this is possible.

POLICY NM SUE5      Due consideration will be given to the establishment of agro industrial developments at suitable locations where the infrastructural facilities are available and where surrounding amenities will not be adversely affected.

The market located within the “new urban core” plays a significant role in the local planning area as vendors from as far away as St. James utilize this facility.

POLICY NM SUE6      The local planning authority will ensure that the market is upgraded as the need arises to provide the required facilities for both vendors and consumers in terms of layout of stalls, paving, shelter and sanitary conveniences.

FIFTH SCHEDULE, *contd.*

## CONSERVATION OF THE NATURAL AND BUILT ENVIRONMENT

*Natural Environment*

The New Market Local Planning Area is characterized by gently sloping and steep lands with areas of depressions.

- POLICY NM C1      Planning permission will not be granted for any form of development that will in anyway result in wanton destruction of the wooded or forested areas.

*Built Environment*

To date, there are no historic buildings or archaeological features identified within the local planning area. However, where historical or architectural interests can be proven, the relevant declarations would be supported.

- POLICY NM C2      The local planning authority will support the declaration of any site or monument provided that it meets the criteria outlined by the Jamaica National Heritage Trust.

## WATER SUPPLY

Access to public water supply is a major issue in the New Market Local Planning Area as only 0.26 percent of the total household benefits. Potable water is primarily supplied by way of private catchment and trucks, seventy-three percent (73%) and twelve (12%) respectively.

- POLICY NM WS1      The relevant authorities will ensure that the existing public water supply systems are improved to adequately service the local planning area.

Residents in areas where public water facilities are absent or unreliable still rely on rivers, streams and catchment tanks for supply of water. In these areas rainwater harvesting should be considered as it is an economical, safe and sustainable source of water when captured and stored appropriately.

- POLICY NM WS2      All developments shall be required to provide rain water harvesting facilities or other suitable water source to satisfy the needs of the development.

Waste water from basins, baths, and showers can be recycled and used to flush lavatories or to water gardens. In this way domestic water consumption can be substantially reduced, thus reducing the demand on potable water.

- POLICY NM WS3      The use of rain water and recycled grey water will be encouraged and provision should be made for this in development proposals.

FIFTH SCHEDULE, *contd.*

## WASTE TREATMENT AND DISPOSAL

*Sewage Disposal*

The methods of sewage disposal that are currently being used are septic tanks and absorption pits. To prevent pollution, precautions will have to be taken in the type and method of sewerage system used. The local planning authority will ensure that the responsible agencies are consulted with respect to installation of these facilities.

POLICY NM WT1 In the absence of a central sewage system the following sewage disposal methods may be permitted in appropriate situations:

- (i) septic tanks and tile field; or
- (ii) Any other safe and appropriate waste disposal technology as may be developed that is acceptable to the Planning Authorities and other relevant agencies.

*Solid Waste*

The National Solid Waste Management Authority is mandated to collect solid waste within the locality. Only forty-two percent (42%) of households benefit from this service. Forty-six (46%) percent dispose their waste by burning and the remaining two percent (2%) by burying. (*STATIN, Population Census 2011*). This practice can have adverse effect on the environment and health of residents.

POLICY NM WT2 The indiscriminate and unsatisfactory disposal of waste will not be encouraged and the local planning authority will support the routine collection and recycling of such waste as much as possible as also the provision of relevant facilities.

POLICY NM WT3 All developments will be required to make adequate provision for the storage and collection of waste matter which should where possible be sorted into non-recyclable and recyclable categories.

## MIDDLE QUARTERS LOCAL PLANNING AREA

*Background*

The Middle Quarters Local Planning Area is located in south western St. Elizabeth. It is approximately 3 kilometres east of the Black River Local Planning Area and 6 kilometres west of Lacovia. The area covers approximately 743.5 hectares of diverse land uses intermixed to support the livelihood of the local planning area.

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FIFTH SCHEDULE, *contd.*

It is known for its trade in both raw and peppered shrimp. Middle Quarters was also known for its part in the production of rice for the western section of the island.

According to the 2011 STATIN population census, Middle Quarters' population was approximately 3,257 persons, 924 persons more than the previous censal period which was 2,934. The population is projected to be approximately 3,972 in the year 2030 if the continued growth rate of 1.05% is applied.

## TRANSPORTATION AND TRAFFIC

Transportation provides residents with mobility and access to employment and social facilities within and outside the local planning area. The main mode of transportation in Middle Quarters is by public and private passenger motor vehicles and walking.

*Road Network*

The existing road pattern & infrastructure is comprised of very narrow dual carriageways and in some instances is inadequate to support heavy through traffic. No provision has been made for sidewalks along the roadways making it unsafe for pedestrians. Sidewalks are part of the right-of-way (reservation) used for pedestrian movement and are necessary to separate pedestrian traffic from vehicular traffic. These should wherever possible be complemented with planted verges and be landscaped. In constructing sidewalks provisions should be made for access by handicapped persons. The recommended width of sidewalks in relation to road width is given under visibility splays in Appendix 15.

POLICY MQ T1	The local planning authority will support any rehabilitation of the arterial or any other roads carried out in the area that seeks to improve or add adequate sidewalk facilities, for the use and safety of pedestrians.
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POLICY MQ T2	Where sidewalks are being established the local planning authority will seek to ensure that these are complemented with planted verges and constructed so that access can be had by vulnerable groups (ramps <i>et cetera</i> ).
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*Vehicular Parking*

The local planning area has minimal provisions for parking and this takes place along the main thoroughfare in a haphazard manner. The Junction to Black River main road is the major roadway linking the parishes of St. Elizabeth and Westmoreland and is heavily traversed and become very congested during peak hours.

FIFTH SCHEDULE, *contd.*

POLICY MQ T3 To avoid congestion and facilitate the free flow of traffic throughout the local planning area the Planning Authority will not support on street parking along these roads.

POLICY MQ T4 The Planning Authority will support any rehabilitation of the Lacovia to Black River main road which will provide for sufficient lay-bys, bus bays or other such facilities for private and public passenger vehicles.

Throughout the local planning area there is also a general deficiency in the provision of parking spaces for commercial and office developments. While some developments provide parking, it is often inadequate based on the nature and scope of the activities being undertaken. The provision of adequate on-site parking spaces for commercial, office, and residential developments is critical to traffic circulation on the roadways.

POLICY MQ T5 The Planning Authority will not support proposals for new development or extensions unless the development has the requisite number of parking spaces on site pursuant to the stipulations included in Appendix 8.

POLICY MQ T6 Where onsite parking provisions cannot be met, supplemental parking elsewhere may be provided pursuant to the stipulations of the Development and Investment Manual, Volume 1, Section 1—Planning and Development—to the satisfaction of the Planning Authority.

POLICY MQ T7 The local planning authority shall implement parking arrangements for disabled persons which will be in accordance with Appendix 8 and Figure 2.

POLICY MQ T8 All new developments having outdoor parking lots shall make use of green and or permeable parking surface techniques.

*Public Transportation*

Public transportation is provided by route passenger vehicles serving the Black River to Junction/Santa Cruz and Santa Cruz to New Market/Montego Bay routes. Private operators also aid in the movement of goods and services throughout the area.

POLICY MQ T9 The local planning authority will seek to establish a suitable area of convergence/transportation centre to

FIFTH SCHEDULE, *contd.*

accommodate taxis and stage carriers and/or will facilitate the construction of lay-bys and bus bays for the picking up and letting off of passengers (including the disabled) throughout the local planning area.

## POLICY MQ T10

All forms of public transportation will be required to utilize these areas when erected on lands deemed suitable by the local planning authority and equipped with the requisite facilities to satisfy the needs of the entire commuting public, including the disabled.

## HOUSING

The local planning area is densely populated with mainly single family detached housing units. The density of Middle Quarters is presently 4.4 persons per hectare. According to the 2011 STATIN Population Census the approximate amount of housing units within the local planning area is 998. The national ratio per person per dwelling is presently 3:1; therefore, the local planning area needs 1,500 housing units to adequately provide for the population. It is projected that by the year 2030 the population will increase by 715 persons. Based on current population projections, the planning area will require approximately 65.3 hectares (161.4 acres) of land by the year 2021 or an approximate allocation of 72 hectares (179 acres) of land by the year 2030 to adequately supply the area with housing units. Therefore, the local planning authority should zone lands specifically for residential use. However, development of these facilities will take into consideration the characteristics of the area to include geology, slope and the environment.

## POLICY MQ H1

The erection of any residential development will be required to seek planning permission from the local planning authority and conform to all required planning standards.

## POLICY MQ H2

The following density ranges shall apply across the local planning area and may be varied by the planning authorities, based on the existing physical conditions in the area:

- (a) Density shall not exceed 125 habitable rooms per hectare (50 habitable rooms per acre) as indicated on Figure 1, with building heights not exceeding four (4) floors.
- (b) Density shall not exceed 75 habitable rooms per hectare (30 habitable rooms per acre) as indicated on Figure 1, with building heights not exceeding two (2) floors.

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FIFTH SCHEDULE, *contd.*

POLICY MQ H3      New residential proposals and extensions must adhere to the lot coverage requirements provided in Appendix 11 and maintain the distance between buildings and property boundaries as stipulated in this Order. (See also Appendix 22).

POLICY MQ H4      In new residential developments (for example housing schemes) amenity space should be provided as set out in Appendix 11.

Housing units within the Middle Quarters Local Planning Area are mainly owner occupied and are in fair to good condition. Multi-family type developments are sparsely located across the local planning area but with the projected population growth these developments will be supported in suitable areas.

POLICY MQ H5      The erection of multi-family type development will be required to seek planning permission from the local planning authority and conform to all required planning standards.

Housing developments in areas characterized mainly by agricultural uses will be geared toward homesteads so as to retain the agricultural lands in the area.

POLICY MQ H6      Where large parcels exist in areas characterized by mainly agricultural uses the local planning authority will be minded to support the use of such land as homesteads provided these conform to all required planning standards.

Developments on hillsides are potential hazards as the increase in the susceptibility of slope failure, erosion and problems regarding drainage are present. Sections along the Black River Morass appears to be environmentally sensitive and need to be assessed when undertaking developments. In an effort to protect the stability of the environmentally sensitive areas, control has to be exercised over development proposals.

POLICY MQ H7      Housing development will not be allowed on land that is steep, unstable, vulnerable to erosion, slippage, subsidence, flooding or other natural hazards or will involve costly extra ordinary precautions to safeguard.

POLICY MQ H8      In areas of conservation or environmental importance where low density accommodation or residential development is contemplated, the development will be

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FIFTH SCHEDULE, *contd.*

prescribed to strict stipulations or conditions and must adhere to the recommendations of the relevant Planning Authorities.

In sections of the local planning area where there is a mixture of residential and commercial uses the residential use will be dominant.

- |               |   |
|---------------|---|
| POLICY MQ H9  | Commercial development within residential areas will be ancillary to the residential use of the area and should not conflict with the residential potential of the existing land.   |
| POLICY MQ H10 | Planning permission will only be granted for commercial development within housing areas if it provides an essential service or facility to the community and has no adverse impact upon the amenity of neighbouring property.  |
| POLICY MQ H11 | Proposals for change of use of a residential property to a non-residential use will be permitted only if the non-residential activity is compatible with the residential use and is normally carried out during the day and the amenity, privacy and enjoyment of neighbouring dwellings is not adversely affected. |

SOCIAL AMENITIES

The Middle Quarters Local Planning Area possesses some of the basic social amenities needed for a local planning area. These are a type I health centre, schools, community centre, post office and cemetery. Over time these may need upgrading and improvement to meet the demand of the projected increase in the local population. However, the planning areas of Black River and Lacovia act as a support system to the Middle Quarters Local Planning Area and when combined are equipped with the services of police stations, a hospital and a fire station.

- |               |  |
|---------------|--|
| POLICY MQ SA1 | The local planning authority will support the expansion and upgrading of all social facilities should the need arise.  |
| POLICY MQ SA2 | Developments that would decrease or eliminate any of the social facilities in the Middle Quarters Local Planning Area will not be supported unless being replaced with a similar facility of equal or greater stature in the locality. |
| POLICY MQ SA3 | The use of existing social facilities for other compatible uses will be supported by the Planning Authorities provided individual requirements are met and these would not be out of character with the area.                          |



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FIFTH SCHEDULE, *contd.**Recreation/Open Space*

Open spaces make an important contribution to the character of any area and can be in the form of passive or active areas. The Middle Quarters Local Planning Area has a designated community centre within its boundary and another on its periphery.

In establishing new housing developments land must be reserved for open space and other recreational purposes. This will be in addition to any reservation required for other amenities such as schools.

POLICY MQ SA4      All new developments shall reserve lands for the recreational needs of the residents in the development and ownership be endorsed on the individual titles.

*Educational and Institutional*

The local planning area is equipped with educational institutions ranging from early childhood to secondary levels. It also has a type I health centre. However, these institutions will over time need upgrading and possible expansion to continue serving the area and surrounding communities. Therefore, lands that are occupied and zoned on the local planning area map for institutional purposes should only be used for the said purpose or for the housing of facilities that will serve the needs of the community. (*See Inset No.12*)

POLICY MQ SA5      New proposals and extensions for educational and institutional uses will be assessed on merit and shall conform to all required planning standards.

POLICY MQ SA6      Building heights for schools and churches shall not exceed three and two storeys, respectively.

*Cemetery*

The local planning area lacks a public cemetery and no available lands exist within that area for that proposal. In this regard the local planning authority should explore and promote other interment options which conserve land space or which may be incorporated into public open space.

POLICY MQ SA7      The local planning authority will support the use of crematoria and other approved interment options provided that the relevant planning, health and environmental standards are met.

## URBAN ECONOMY

The main economic activity within this local planning area is commercial and this is directly related to the fishing industry. Restaurants and individuals selling such products are located throughout the local planning area, the majority of which

FIFTH SCHEDULE, *contd.*

are situated along the Junction-Black River main road. This is a community based business and policies should be implemented to assist in supporting this local economy.

POLICY MQ UE1 Planning permission will be granted to allow commercial activities and other mixed uses along the main road where compatible with the existing developments and will not cause damage to the amenities of the area or obstructions to the free movement of traffic.

POLICY MQ UE2 The local planning authority will support the implementation of lay-bys equipped with the appropriate stalls for the trading of shrimp and related produce/products by the community.

POLICY MQ UE3 Planning permission will be granted to allow agro-processing activities that are compatible with the existing developments and will not cause damage to the amenities of the area.

The local planning area is located in proximity to the YS Falls, Bubbling Spring Mineral Bath and Bamboo Avenue, all of which are major tourist attractions which add economic gain to the area.

POLICY MQ UE4 Tourism projects based on ecotourism will be encouraged in Middle Quarters Local Planning Area provided these conform with the prescribed environmental and planning guidelines.

POLICY MQ UE5 In the local planning area, development which attract, improve or expand the range of facilities to attract tourists will normally be permitted, provided that these will not be detrimental to the character and appearance of the locality and the amenities of the residents.

Additionally there are numerous mixed uses comprising commercial and residential located throughout the local planning area. Convenience stores add to the economic intake of the locality and residents.

POLICY MQ UE6 Mixed use developments for example residential and commercial uses which are housed in the same building will be supported with strict requisites set by the local planning authority.

POLICY MQ UE7 Developments open to the public or used for employment or educational purposes will not be permitted unless adequate access and facilities are provided for all including persons with disabilities.

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FIFTH SCHEDULE, *contd.*

- POLICY MQ UE8      Proposals for corner shops in rural areas will be considered, in appropriate locations, where there is a need for the facility in the neighbourhood.

## SUB-URBAN ECONOMY

Aqua-culture remains one of the main sources of employment for residents of the area. Several small farmers practice subsistence farming for both domestic and commercial purposes. There is need to diversify the economy hence, the Planning Authorities will support proposals that will provide employment for residents and strengthen the rural economy.

- POLICY MQ SUE1      The local planning authority will support proposals for agricultural development provided that it is not in conflict with the character of the area, or impact adversely on the environment or have a deleterious effect on surrounding uses.
- POLICY MQ SUE2      The planning authority will not support any developments that will have any adverse effect on the fishing industry.
- POLICY MQ SUE3      Small compatible businesses along with light industrial enterprises will be supported at suitable locations with access to the necessary infrastructure and facilities in an effort to create employment for residents.
- POLICY MQ SUE4      Light industrial developments including agro-processing and cottage industries which are compatible with the general character of the area will be encouraged in Middle Quarters Local Planning Area.

## TOURISM

The Middle Quarters Local Planning Area has potential for being a tourist destination as it is located close to the Bubbling Springs Mineral Bath, Holland Bamboo and Y.S. Falls attractions. It is also in proximity to the parish capital, Black River which has great historical significance.

- POLICY MQ TO1      Developments which seek to promote and encourage heritage, cultural and eco-tourism will generally be supported, provided this does not destroy the natural habitat of any significant flora or fauna, and conforms with other relevant policies in this Order.

FIFTH SCHEDULE, *contd.*

- POLICY MQ TO2      Proposals for new or improved tourism facilities and attractions will be supported on appropriate sites subject to the siting, design, environmental and visitor management considerations being satisfactory.

## CONSERVATION OF THE NATURAL AND BUILT ENVIRONMENT

*Natural Environment*

The southern boundary of the local planning area lies just outside the boundaries of the Black River Morass. This sensitive eco-system plays a very important role in sustaining the environment of the area thus making conservation of utmost priority. It is essential that this wetland/ecosystem be preserved and no unauthorized development be allowed and consequently close monitoring must be undertaken.

- POLICY MQ C1      Due to the increased susceptibility to multiple hazards along with fragile ecosystems, permanent structures will not be supported along the southern boundary of the Middle Quarters Local Planning Area (along the Black River Morass) or in areas zoned for conservation.
- POLICY MQ C2      The planning authority will only allow recreational and service facilities which will not adversely affect the ecological area.

The Middle Quarters community is prone to flooding and land slippages in periods of heavy rainfall. Hence, the protection of the vegetation is critical to the preservation of the area.

- POLICY MQ C3      The Planning Authority will not grant permission for any development which will result in the destruction or clearance of flora in absence of an Environmental Impact Assessment.

*Built Environment*

There is no designated building or monument in the local planning area that is deemed to be conserved at the present time. However, if such a building or historical site is observed, recommendations should be made to the Jamaica National Heritage Trust and the relevant procedures followed.

## WATER SUPPLY

The STATIN Census Data (2011) revealed that the Middle Quarters Local Planning Area has access to potable water of which forty-five percent (45%) is supplied publicly. Fifty-five percent (55%) access water privately or by means of catchment tanks, rivers and other sources.

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FIFTH SCHEDULE, *contd.*

POLICY MQ WS1      The relevant authorities will ensure that the existing public water supply systems are improved to adequately service the local planning area.

POLICY MQ WS2      All new developments shall be required to provide rain water harvesting facilities or other suitable water source to satisfy the needs of the development.

The recycling of grey water and the harvesting of rain water should be considered as a sustainable alternative for water supply. Waste water from basins, baths, and showers can be recycled and used to flush lavatories or to water gardens thereby decreasing and reducing the demand for potable water.

POLICY MQ WS3      The use of rain water and recycled grey water will be encouraged and provision should be made for this in development proposals.

POLICY MQ WS4      New developments which are served with a piped domestic water supply system are encouraged to make provision for the use of rain water/grey water for the watering of plants and gardens.

## WASTE TREATMENT AND DISPOSAL

*Sewage*

The Middle Quarters Local Planning Area is not sewered hence the traditional sewage disposal techniques are used. Forty-six percent (46%) of residents dispose of sewage via absorption pits and septic tanks while forty-five percent (45%) utilize pit latrines. The local planning area is in proximity to the Black River Morass making it imperative to employ and implement proper sewage disposal techniques to prevent pollution and also to have sewage treated to a tertiary level in this area.

POLICY MQ WT1      For new buildings or extensions the sewage treatment facilities proposed must be to a tertiary level and for trade effluent pre-treatment standards as stipulated by the health authorities.

*Solid Waste*

Supporting data from the 2011 STATIN Population Census revealed that approximately forty-nine percent (49%) of the residents have access to public garbage collection, 47 per cent by burning while the remaining percentage uses private collectors and other methods of disposal. The implementation of proper methods of solid waste disposal has to be accommodated to minimize the incidence of pollution.

POLICY MQ WT2      The local planning authority will ensure that garbage receptacles are placed at strategic locations to serve residents and other entities within the local planning area.

FIFTH SCHEDULE, *contd.*

## APPENDICES

## APPENDIX 1

## GENERAL GLOSSARY

In these Appendices—

*1. General*

“agriculture” means the cultivation of the soil for any purpose, the breeding and keeping of livestock and pond fish, the keeping of apiaries, the use of land for grazing, meadows, nurseries, the growing of economic fruit trees and the use of land for woodlands where this is ancillary to other agricultural activities;

“amenity area” means an area within a development which is intended for leisure purposes which may include landscaped site area, communal lounges or swimming pools;

“apartment building” means a multi-dwelling building comprising three or more dwelling units with shared entrances and other essential facilities and services and with shared facilities provided for dwelling units;

“bad neighbour” means any use that has a seriously detrimental effect on the locality in terms of noise, traffic or other disturbance and to people living near it;

“building” in relation to outline permission does not include plant or machinery or a structure or erection of the nature of plant or machinery.

“building line” means a line established from an officially designated centre line or boundary of a street from which all front and street setbacks required under this Order shall be measured and determined;

“built up area” means land forming part of the urban area which is either developed, committed for development or the subject of a new land allocation in this plan. It is a policy boundary concept rather than what exists and is the area within which the general presumption is in favour of and outside which it is against development;

“climate change” means any significant change in the measures of climate lasting for an extended period of time and includes major changes in temperature, precipitation, or wind patterns, among others, that occur over several decades or longer.

“climate change adaptation” means anticipating the adverse effects of climate change and taking appropriate action to prevent or minimize the damage they can cause, or taking advantage of opportunities that may arise.

FIFTH SCHEDULE, *contd.*APPENDIX 1, *contd.*

“climate change mitigation” means human intervention to reduce the human impact on the climate system; such as strategies to reduce greenhouse gas sources and emissions and enhancing greenhouse areas that absorbs carbon dioxide.

“commercial development” means development for the provision or supply of goods or service by wholesale or retail; but does not include a warehouse;

“countryside” means lands that are outside the built up area;

“cubic content” means the cubic content of a structure or building measured externally;

“dwelling house” means a building or part of a building forming a self-contained premises designed to be occupied by a single family or household and does not include a building containing one or more flats;

“density” means the number of habitable rooms that will be allowed per hectare of land;

“ecological sensitive area” means an area which is vulnerable to natural disasters and human impact;

“environmental impact assessment” means a study of the environment to detect how a development would impact on the environment in the area in which the development is proposed;

“facade” means any exterior surface of a building other than the roof;

“flat” means a separate and self-contained premises constructed for use as a dwelling and forming part of a building from some other part of which it is divided horizontally;

“floor area” means the gross horizontal area measured from the exterior faces of exterior walls or exterior supporting columns for any floor not enclosed by exterior walls together with any floor space provided for mechanical equipment, elevator shafts and stairwells at each floor, other than basement space used as car parking facility;

“floor area ratio” means the ratio of floor area to land area expressed as a decimal which is determined by dividing the total floor area on a lot by the lot area;

FIFTH SCHEDULE, *contd.*APPENDIX 1, *contd.*

“ground cover” means the amount of ground covered by hard surface development whether or not it is roofed or un roofed, enclose by walls, or open space used for accommodation or any auxiliary purposes but does not include outdoor parking areas;

“growth centres” means local planning 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;

“habitable structure” means any structure primarily intended to be used for living, sleeping, eating or assembly purposes including but not limited to residences, multi family dwelling, churches, food facilities and industrial building;

“industry” means one in which the use carried on involves or is incidental to the making of any article or part of any article or the altering, repairing, ornamenting, finishing, cleaning, washing, packing, canning, or breaking-up or demolition of any article or the extraction or processing of minerals;

“industry-light” means an industry in which the process is such that it is suitable for location adjacent to or in close proximity to residential development although not necessarily within the area itself;

“infill” means the development of a vacant site within a substantially developed area in which the bias is to preserve the *status quo*;

“landscape plan” means a plan which shows the location, species, and size of all major vegetation to be retained, removed, or planted; as well as all other aspects of “landscaping”;

“mixed use commercial/residential” means a development consisting of a mix of residential, commercial and office activities in which the subordinate commercial and office use is compatible with, and to some extent provides services to the residential development;

“non-conforming use” means the use of a building, structure, land or portion thereof which use does not conform to the use regulations designated for the area in which it is located.

“office” means a place in which clerical and administrative work is undertaken or a place used for transacting business;



FIFTH SCHEDULE, *contd.*APPENDIX 1, *contd.*

- “professional office” means a place used by professionals for the practice of their profession;
- “protected area” means an area of land dedicated to the protection and maintenance of natural and cultural value and managed through legal or other effective means. These areas do not necessarily exclude industrial or economic activity;
- “public open space” means land which is reserved for the use of the public;
- “quarry” shall have the same meaning as in the Quarries Control Act;
- “residential density” in relation to any area, means the number of habitable rooms per hectares and is calculated by adding together all habitable rooms in a selected area and dividing by the acreage;
- “rural areas” mean lands outside the built up area or coastal areas;
- “satellite antenna” means an apparatus designed for transmitting microwave radio energy to satellites or receiving it from them, and includes any mountings or brackets attached to such apparatus;
- “shop” means a building used for the carrying on of any retail trade or retail business wherein the primary purpose is the selling of goods by retail or for any other purpose appropriate to a shopping area;
- “storey” means that portion of a building included between the surface of any floor and the surface of the floor next above, or if there is no floor above it, then the space between such floor and the ceiling next above it;
- “strategic gap” means an open area of land where development will be strictly controlled to prevent the coalescence of existing built up areas;
- “studio” means an open multifunctional unit which serves as a living, sleeping and cooking area along with a bathroom (which may or may not be enclosed) and having a maximum floor area of 32.5 square metres (350 square feet);
- “structure” means anything constructed or erected with a fixed or permanent location on the ground such as a building, platform, swimming pool, sheds, boundary walls, fences, radio, towers *et cetera*;
- “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;

FIFTH SCHEDULE, *contd.*APPENDIX 1, *contd.*

“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.

*2. Telecommunications Network-Glossary*

Base Station means—a structure or structures that consist of transmitters and receivers that are connected to antennas by feeder cables. A base station can be a microcell, macrocell or picocell and can either be mobile or fixed;

Co-Location/mast sharing means—The utilization of one site by more than one service provider and/or the utilization of one or more masts by more than one service provider;

Exclusion zone means—an area within which radiation exposure guidelines may be exceeded. Zones shall be a minimum of 20 m by 20 m (65.6 ft. by 65.6 ft.) in size and the physical barrier shall be a minimum of 3 metres (9.8 ft.) in height;

Macrocell means—A base station that provides the largest area of coverage within a mobile network. The antennas at this station must be positioned at a height, which prevents obstruction from terrain or buildings;

Mast/Tower means—a ground-based or roof-top structure that supports antennas at a height where they can satisfactorily send and receive radio waves;

Microcell means—base stations that provide additional coverage and capacity to macrocells. A microcell is usually sited where there are large numbers of users. Antennas are usually mounted at street level;

Physical barrier means—a fence or wall not less than 3 metres (9.8 ft.) in height which encloses a base station;

Picocell means—a base station, which is normally found within existing buildings and provides more localized coverage than a microcell;

Precautionary approach means—before a development is permitted it should be shown that the risk from the development is acceptably low. The lack of full scientific certainty or an absence of information indicating that a risk is unacceptably high should not be reasons to approve development;

Radio waves mean- electromagnetic wave of frequencies lower than three million megahertz propagated in space without artificial guide (Radio and Telegraph Control Act);

FIFTH SCHEDULE, *contd.*APPENDIX 1, *contd.*

Sound broadcasting- means the dissemination by wireless telephony of sounds of any description but does not include sounds, which form part of a television broadcast;

Television broadcasting—means the wireless transmission of visual images or pictures, together with any sounds broadcast for reception along with those images or pictures.

## APPENDIX 2

## LIST OF MAJOR URBAN CENTRES/LOCAL PLANNING AREAS

Twelve (12) major local planning areas have been identified in the Order Area.

Black River a regional centre is the capital of the parish of St. Elizabeth. Santa Cruz located east is more centrally located and is the next main commercial centre. Junction/Bull Savanna located at the south eastern tip of the parish has grown in importance as a commercial centre.

Policies have been prepared to guide the orderly development of the abovementioned centres as well as those listed below which are as follows:

- |                           |                     |
|---------------------------|---------------------|
| 1. Black River            | 7. Malvern          |
| 2. Santa Cruz             | 8. Lacovia          |
| 3. Junction/Bull Savannah | 9. Maggotty         |
| 4. Treasure Beach         | 10. Elderslie       |
| 5. Balaclava              | 11. New Market      |
| 6. Southfield             | 12. Middle Quarters |

## APPENDIX 3

SCHEDULE OF HISTORICAL, ARCHAEOLOGICAL AND ECOLOGICAL  
SITES AND BUILDINGS

The list of sites and buildings which follow indicates areas of particular beauty or having historic, archaeological significance. It is not a complete inventory of all significant sites and structures in the parish but gives an indication of what should be preserved in the carrying out of permitted development works and in the absence of intended development to be conserved. The local planning authority may, after consultation with the Jamaica National Heritage Trust and on the advice

FIFTH SCHEDULE, *contd.*APPENDIX 3, *contd.*

or direction of the Authority, add to this list. Should any item cease to exist the local planning authority may after consultation with the Commission and the Authority and with the express consent of the Authority, remove such item from the list.

Sites and buildings of architectural or historic interest are as follows:—

Name —	Location —
Black River (The buildings and sites which falls within the Black River Protected Heritage District)	Black River
St. Elizabeth Parish Church	Black River
Black River Court House	Black River
Invercauld	Black River
Independence Park	Black River
Hampton School	Malvern
Munro College	Malvern
Bamboo Avenue	Holland
Golmont View House	Reading
Appleton Railway Station	Siloah
Balaclava Railway Station	Balaclava
Accompong	Maroon Town, Cockpit Country

## APPENDIX 4

## SCHEDULE OF DECLARED NATIONAL SITES AND MONUMENTS

The following have been listed as Declared and Designated National Sites and Monuments by the Jamaica National Heritage Trust in St. Elizabeth.

National Sites and Monuments —	Date Declared/ Designated —
<i>Buildings of Architectural and Historic Interest</i>	
Appleton Railway Station	(Declared) 03/04/2003
Balaclava Railway Station	(Declared) 02/10/2003
Golmont View House, Reading	(Declared) 04/07/2002

FIFTH SCHEDULE, *contd.*APPENDIX 4, *contd.*

National Sites and Monuments	Date Declared/ Designated
Invercauld House, Black River	(Declared) 13/09/1990
Magdala House, Black River (Declared)	(Declared) 13/09/1990
Three Munro College Buildings—Coke Farquharson Dining Room, Chapel and Terman Calder Building	(Declared) 01/07/2004
Five Hampton High School Buildings— Calder Hall, Administrative Office Building, Wesley Gammon Building, The Chapel, Val Halla	(Designated) 21/12/2006
<i>Churches, Cemeteries and Tombs</i>	
Lacovia Tombstones	(Declared) 25/12/2008
<i>Natural Sites</i>	
Black River Spa	(Designated) 28/11/2002
Lovers' Leap	(Designated) 09/05/2002
<i>Lighthouses</i>	
Lovers' Leap Lighthouse	(Declared) 09/05/2002
<i>Underwater Cultural Heritage</i>	
Pedro Bank	(Declared) 01/07/2004
Historic Site	
Black River Protected Historic District	(Designated) 08/04/1999
<i>Source: www.jnht.com</i>	

## APPENDIX 5

## SCHEDULE OF BEACHES ALONG THE ST. ELIZABETH COAST

Location	Type of Beach
Great Bay	Bathing & Fishing
Calabash Bay	Bathing & Fishing
Billy's Bay	Bathing & Fishing
Fort Charles	Bathing & Fishing

FIFTH SCHEDULE, *contd.*APPENDIX 5, *contd.*

Location	Type of Beach
Parottee	Bathing & Fishing
Galleon	Bathing & Fishing
Fullers wood	Bathing
Crane	Bathing
Treasure Beach	Bathing
Font Hill	Bathing
Black River (Heavy Sands)	Fishing
Hodges	Fishing

*NEPA—Ecosystems Branch, March 2014*

## APPENDIX 6

## CAVES IN ST. ELIZABETH

Cave	Area	Eastings	Northings
Accompong Pits	Accompong	670111	675289
Ackee Tree Hole	Great Bay	672711	635689
Adam's Cave	Elderslie	666316	676730
Alligator Hole	Great Bay	672311	635589
Appleton Sinkhole	Appleton Estate	673511	667889
Appleton Tower Maze	Appleton	671995	669346
Armstrong Pit	Accompong	670111	675289
Ayr Hill Cave	Ayr Hill	695111	675289
Bag Bush Cave	Frenchman	669511	637789
Baptist Cave	Middle Quarters	560110	660289
Barracks-2	Mulgrave	664711	673789
Barracks-3	Mulgrave	664711	673789
Barracks-4	Mulgrave	664711	673789
Barracks-5	Mulgrave	664711	673789
Barracks-6	Mulgrave	664711	673789
Barracks-7	Mulgrave	664711	673789
Barracks River Sink	Mulgrave	665011	672389

FIFTH SCHEDULE, *contd.*APPENDIX 6, *contd.*

Cave	Area	Eastings	Northings
Bat Hole	Great Bay	673311	635489
Behind-The-Wall Cave	Accompong	669811	677089
Big Ground Cave-1	Treasure Beach	669311	638689
Big Ground Cave-2	Treasure Beach	669611	638689
Big Well Cave	Accompong	669811	675989
Black River Head		677911	670989
Blair's Cave	Munro College	676911	642289
Bluefields Sink	Auchtembeddie	672711	672789
Bogue Spring	Munro College	681211	665789
Braes River Cave	Ginger Hill	681111	660289
Breadnut Hill Hole	Merrywood	661011	673289
Brucefield Cave	Treasure Beach	672111	638289
Campus Cave	Munro College	677211	641389
Cedar Spring Cave	Accompong	668111	674289
Chelsea Cave	Munro College	676611	641989
Chocolate Park Cave	Junction	686311	639589
Cooks Bottom Sink	Elderslie	667111	676789
Cunnigan Cave	Fort Charles	666111	641289
David Spring	Great Bay	672411	635589
Devil's Hole Cave	Dry River	669111	670289
Dildo Point Cave 1	Yardley Chase	680111	636289
Dildo Point Cave 2	Yardley Chase	680111	636289
Duanwarie Cave 1	Ipswich	660611	673389
Duanwarie Cave 2	Ipswich	660611	673389
Duanwarie Cave 3	Ipswich	660611	673089
Dunco Spring Cave	Accompong	669411	677489
Elim Springs	Elim	678111	664589
Esaw's Ravine Pits	Accompong	670111	675289
Falling Cave	Thornton	674611	672089

FIFTH SCHEDULE, *contd.*APPENDIX 6, *contd.*

Cave	Area	Eastings	Northings
Fullerswood Sink	Fullerswood	667111	649289
Funnel Hole		680911	669789
George Bay Cave	Boatsman's Bay	675511	634989
Golding River Cave	Auchtembeddie	683311	673389
Great Gully Cave	Southfield	676111	635289
Houndslow Cave	Houndslow	672411	644689
Ipswich Cave	Ys River	661211	672189
Johnny Tavern Spring	Ipswich	670211	675789
Jones River Rising	Ys River Valley	661211	672089
Jones River Sink	Clermont	660911	671089
Kinowl Cave	Malvern	677111	647289
Loam Mould Hole	Great Bay	672611	635689
Long Hill Cave	Mount Herman	681511	650589
Ma Kate Ground Cave	Ipswich	661611	671889
Martel Spring	Accompong	669711	677089
Martel Spring Cave	Accompong	669711	677189
Me No Sen Cave		660011	674789
Merrywood Cave	Ipswich	661811	672689
Merrywood Sinkhole	Ipswich	661811	672789
Mexico Cave	Balaclava	680611	670389
Mole Hill Cave	Myersville	680911	644789
Money Cave	Industry Pen	673911	643789
Mud Hole Cave		685711	637389
Mulgrave Sink 1	Mulgrave	664111	673289
Mulgrave Sink 2	Mulgrave	664111	673289
Mulgrave Sink 3	Mulgrave	664111	673289
Mulgrave Sink 4	Mulgrave	664111	673289
Munro Cave	Munro College	677211	641989
Mystery Hole	Park	667111	649289



FIFTH SCHEDULE, *contd.*APPENDIX 6, *contd.*

Cave	Area	Eastings	Northings
Nanny Cave	Thornton	672611	672789
Palm Tree Cave	Chelsea House	676911	641989
Pearmans Bush Cave	Munro College	677111	641289
Pedro Bluff Caves	Pedro Bluff	671611	634289
Penthouse Cave	Thornton	676111	672289
Pepper Shelter	Peppers	687111	652289
Peppers Cave	Peppers	685711	652689
Peru Cave	Goshen	683611	658789
Phantillands Cave	Peppers	685711	655389
Phospher Cave	Alligator Pond	688111	636289
Seemenomore	Ginger Hill	660311	674089
Shell Cave	Elderslie	666311	677089
Sherlock's Pit	Accompong	670111	675289
Shewey Cave		662111	672289
Smith Cave And Sink	Malvern Well	672111	644289
Southampton Cave	Treasure Beach	667111	640289
Still Waters Cave	Whitehouse	669911	673989
Vauxhall Cave	Vauxhall	669911	669789
Wallingford Collapse	Balaclava	682011	669789
Wallingford Main Cave	Balaclava	681911	670489
Wallingford River Cave	Balaclava	682111	670289
Wallingford Roadside	Balaclava	681911	670289
Wallingford Sinkhole-1	Wallingford	682111	670289
Wallingford Sinkhole-2	Wallingford	682111	670289
Wallingford Tunnel Cave	Balaclava	681911	670489
Warmy Tom Hole		670611	675589
Welsch Ratbat	Thornton	676111	672289
White Rock Cave	Ipswich	662111	670289
Wondrous Cave	Elderslie	666411	676889
Yardley Chase Caves	Lovers Leap	681211	635389

FIFTH SCHEDULE, *contd.*

## APPENDIX 7

## SCHEDULE OF ROADS 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.
(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 planning authority may consider adequate.

FIFTH SCHEDULE, *contd.*APPENDIX 7, *contd.*

Type of Road	Total Reservation	Carriage-way	Side Reservation (each side)		
			Total	Paved	Planted
(e) Arterial Roads where standards of (d) are not required	21	14.6	See special requirements		(2) 3.2 footpaths or such requirements as the local planning authority may consider adequate.

Standard of new roads and improvements to existing roads will be required to comply with the above schedule.

Roads are in four classes:—

- (a) Service Roads: These are used for direct access to individual lots within a residential area or for access to commercial premises.
- (b) Housing Estate Roads: These are intermediate collector roads for traffic generated by service roads.
- (c) Main Housing 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.

FIFTH SCHEDULE, *contd.*

## APPENDIX 8

## PARKING AND LOADING REQUIREMENTS

## Schedule of Vehicle Parking Requirements Within Site Boundaries

Type of Development	Minimum Number of Vehicle Parking Spaces Required
Private Residence (up to two bedrooms)	1 for each individual unit.
Private Residence(over two bedrooms)	2 for each individual unit
Apartment Buildings and Town Houses	1.25 for each individual unit.
Elderly persons accommodation (Self contained dwellings)	2 per three units
Elderly persons accommodation (Grouped flat)	1 per three one bedroom units.
Guest Houses	1 for each 2 guest unit plus 1 for each 4.5 square metres of public dining room.
Motels and Hotels	1 for each 2 guest of the first 40 rental sleeping unit; 1 additional for every 3 rental sleeping units thereafter. In addition 1 employee parking space for each 10 guest rooms plus 1 for each 4.5 square metres of public dining room.1 coach parking space per 50 bed spaces in the hotel.
Villas	1 per 2 bedroom villa 2 per 3 bedroom villa
Hostels for students	1 space for every 4 units plus1 space per 2 full-time members of staff.
Civic Administration Building, Office	1 for each 20 squares metres of floor area inclusive of store rooms plus 1 space per unit for staff parking where the building is divided into smaller units.

FIFTH SCHEDULE, *contd.*APPENDIX 8, *contd.*

Type of Development	Minimum Number of Vehicle Parking Spaces Required
Museums & Art Galleries	1 space per 30 square metres of public display space.
Shops, Stores, Supermarkets	1 for each 20 square metres of gross floor area inclusive of store-rooms plus 1 space per unit for staff where the building is divided into smaller units. 1 for each 16 square metres of gross floor area. (The same applies to Shopping centres).
Markets	To be assessed individually.
Restaurants	1 for each 4.5 square metres of public dining room.
Take-Away Fast Food Shops	6 spaces per unit, plus 1 for each 4.5 square metres of dining area or public dining room.
Industrial Buildings used for manufacture or storage	1 for each 185 square metres of gross floor area including office space, plus provision for trucks as indicated in Vehicle loading requirements.
Dance Halls, Clubs and Bars	1 space per 2 square 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.

FIFTH SCHEDULE, *contd.*APPENDIX 8, *contd.*

Type of Development	Minimum Number of Vehicle Parking Spaces Required
Post Secondary Institutions (Colleges, Universities, <i>et cetera</i> )	1 space to be provided for every 2 members of staff plus 1 space for every five (5) full-time equivalent students in addition to administration requirements.
Hospitals Clinics/Health Centres	1 space for each 4 beds. 3 spaces for each practitioner.
Group medical, Veterinary or Dental Practices	2 spaces per practitioner.
Crèche, 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 plus one parking space for each 4.5 m <sup>2</sup> of floor area in assembly rooms with movable seats or 1 space per 6.5 square metres if no permanent seat is provided.
Petrol Filling Station	5 car parking spaces per service bay plus a minimum of 3 car parking spaces up to a site area of 500 square meters and an additional space for each additional 250 square meters.
Golf Courses	4 spaces per hole.
Tennis/badminton	4 spaces per court.
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.

FIFTH SCHEDULE, *contd.*APPENDIX 8, *contd.**Vehicle Loading Requirements within Site Boundaries*

Types of Building	Number of Loading or off-loading bays
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 to a total of 3. One (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 930m <sup>2</sup> of floor area in excess of 460 square metres to a total of 3. One (1) for each 4600 square metres thereafter.

Note: The design layout and landscaping of parking areas shall be in accordance with the Parking and loading requirements in Appendix 10 and figures 2, 3 and 4 of the Appendices.

FIFTH SCHEDULE, *contd.*

## APPENDIX 9

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 1120.0 sq. m with a minimum frontage of 30.5m 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. setback.
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 12.20 m. from road property boundaries to provide adequate area for manoeuvring of vehicles in the service area.
9. Canopies and supports over pumps and service equipment when located less than 6 m. from interior residential lot lines or building or structure should be constructed of non-combustible material.
10. Petrol pumps shall be located a minimum of 30.48 m. from any residential building.
11. No fuel pumps or other mechanical equipment shall be installed so as to permit servicing of motor vehicles standing on a public street or highway.
12. All service areas should be paved to avoid dust nuisance.
13. Exterior design of the building should be compatible with adjacent development and should be such that it is not detrimental to property values in the area.



FIFTH SCHEDULE, *contd.*

## APPENDIX 9

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 and or exit points.

17. Signs should be in accordance with the advertisement Regulations and should be located so as not to reflect the sun into the face of motorists and should be large enough so that they can be seen from a reasonable distance at a reasonable speed.

18. Each tank shall be vented to the atmosphere outside of buildings by means of an independent vent pipe which should not be less than 3.65m in height or 0.6m above the top of the nearest adjacent building.

19. All volatile flammable liquid storage tanks shall be installed below ground.

20. Integral containers of adequate design and capacity should be provided for solid waste, such as discarded cans, bottles, *et cetera*.

21. Proper facilities for storage and disposal of used and waste oil and gas must be provided.

22. Waste water from the washing of motor vehicles *et cetera* and sewage disposal should be to the satisfaction of the Health Authorities.

23. Fuel should be stored in double walled container with leak spillage and over fill detection system to minimise leakage and prevent contamination of ground water and the material of the tank is to be coated to avoid corrosion.

24. A secondary containment should be in place to contain any spills or leakage and should have a volume of not less than a hundred and ten percent of the volume of the tank itself.

25. Normally no access to nor egress from a filling station shall be closer than 45.72m to any road intersection or sharp corner, or 76.2m from the intersection of two main roads.

26. Tank access chambers and filling points should be liquid tight to prevent accidental spillage from entering the ground around the installation.

27. The surface around the road tanker discharge area and around the vehicle filling points should be liquid tight, and the area drained to a petrol/oil separator to prevent product from entering off-site drainage systems.

FIFTH SCHEDULE, *contd.*

## APPENDIX 10

## 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 2.5 m. for each car, however:—

- (a) where parking is parallel to the kerb, the length of the car parking space shall be increased to 6.7m;
- (b) where a vehicle can overhang the kerb by 0.6m and such overhanging does not seriously limit the use of a sidewalk or other access, the length of the parking space may be reduced to 4.88m;
- (c) where the use of one car parking space is limited on both sides by a wall or column, the unobstructed width (face to face of obstruction) of the parking space shall be 3.0m or if a door opens into the parking space on its long side, 3.36m;
- (d) where the use of one parking space is limited on one side by a wall or column, the unobstructed width (face to face of obstruction) of the parking space shall be 3.0m;
- (e) the minimum width of a parking aisle shall be 5.5m except where parking is provided at a lesser angle to the aisle than 60 degrees and access is one way only, in which case the following aisle width shall apply;

Angle of Parking	—	Minimum Aisle Width
30 degrees	—	3.36m
45 degrees	—	3.97m
60 degrees	—	5.49m

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 reasonable vehicular access shall be provided to each bay.

6. The parking provision for disabled drivers should be as indicated in Figure 2.

FIFTH SCHEDULE, *contd.*

## APPENDIX 11

## RESIDENTIAL DEVELOPMENT—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 type of accommodation; density is best expressed in terms of habitable rooms per hectare rather than persons per hectare.

While density is useful in assessing proposals, other requirements such as adequate amenity space, ground cover, floor area ratio, security, privacy and car parking spaces will be taken into consideration. The general appearance of the building, distance to adjacent development and established character of the area will also be considered.

In calculating density all the rooms are regarded as habitable rooms except for kitchen and bathroom, landing stairs, passages and storerooms are also excluded. However where a room can be subdivided it counts as two habitable rooms for density calculation purposes.

Where the proposal is for a site with an existing building the density of the development should be calculated as follows and shown on the drawings:—

- (a) density for the whole site including habitable rooms in the existing building plus the new proposal;
- (b) density for the existing building on its reduced site area;
- (c) density for the new proposal on its new site area;

Low densities may be appropriate for residential development where the site is of irregular shape, the adjacent buildings are low rise, where there are trees or other natural features to be retained, where it is in a conservation area or where another use is involved.

*Security*

Public safety and security should be given attention in the design, layout and lighting of developments, especially as it affects the needs, of women, children, and the elderly and disabled persons.

Where possible footpaths, play areas and car parks should be well lit and should be overlooked by habitable rooms or kitchens.

Footpaths should have a clear view through to public areas without any blind corners. Rear access ways to dwellings should be avoided as should access through a block of flats or between houses to other flats.

FIFTH SCHEDULE, *contd.*APPENDIX 11, *contd*

Play areas should be located so that they can be overlooked from nearby dwellings, but well separated from roads and parking areas; and landscaping should include low shrubs, ground cover and well sited trees to avoid creating hiding places.

*Privacy and distance between buildings*

Town 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 maybe used for communal pedestrian purposes by the occupants of the project. The yard depth and privacy zone requirements may vary depending upon the form of housing and on the use of the rooms having principal windows overlooking the area.

Each dwelling unit in a horizontal multiple housing shall have one yard area which serves as a private outdoor living area for the occupants. This is normally associated with the living room, but to allow flexibility in design, the private outdoor living area may alternatively be located adjacent to a 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. These distances maybe varied by the Planning Authorities depending on the circumstances.

Minimum distance between two storey buildings is 3.0 metres.

An outdoor area adjacent to a non-habitable room shall have a minimum depth of 1.2 metres plus 0.6 metre for each additional storey above the storey or partial storey at ground level.

The minimum distance between two end elevations of two apartment buildings should be 1.0 metres plus 0.3 metre for each additional storey above the storey or partial storey at ground level to a maximum of 4.0 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. These distances maybe varied by the Planning Authorities depending on the circumstances.

For distance between buildings of different heights, the height of the highest one dictates the distance of parking from habitable room windows.

FIFTH SCHEDULE, *contd.*APPENDIX 11, *contd*

## 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 (lots). 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 (Apartments and Town Houses)*

Space must be set aside for recreational and landscaping purposes different from the land reserved for the building, car parking, driveway areas, foot paths accessory building and ancillary uses where required. This referred to as the amenity area will normally be a portion of the total site, but may also include swimming pools, communal lounges and other areas within the site which, in the judgement of the Planning Authorities, can be used for general recreational purposes.

The minimum common “amenity area” for each unit should be provided as follows:—

- Studio Unit 15 square metres
- One-Bedroom Unit 30 square metres
- Two or more Bedroom Unit 60 square metres

*Landscaping*

In new residential developments a site plan will be required showing the accurate position of all existing trees and shrubs and those that are proposed to be removed.

Existing trees and shrubs should, where possible be protected during the construction period by exclusionary fences which should be erected before site clearance commences.

The landscaped areas should be laid out before the development is occupied so that they will be ready for maintenance at the time of occupancy.

Applications will not be considered in outline if the development or the area is felt to be environmentally sensitive.

FIFTH SCHEDULE, *contd.*

## APPENDIX 12

## INFORMATION TO BE SUPPLIED WITH SUBDIVISION APPLICATIONS

*Scheme Plan*

Every Scheme plan prepared for the purpose of a subdivision shall show:—

- (a) the whole of the land being subdivided.
- (b) the type of development and the several allotments and their areas, dimensions, and numbers in sequence.
- (c) the proposed phasing and seeding if any.
- (d) contour lines with respect to residential subdivision especially where the terrain is most uneven and difficult.
- (e) surface water drainage details.
- (f) scale to which the plan is drawn.
- (g) existing roads, reserves, access way and service lanes.
- (h) the layout of the proposed roads and their approximate grades, the proposed reserves, access ways and service lanes.
- (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;

FIFTH SCHEDULE, *contd.*

## APPENDIX 13

## SUBDIVISION ASSESSMENT CRITERIA

The Planning Authority will take into consideration the following criteria in assessing subdivision applications:

- (a) whether or not closer subdivision or settlement of the land shown on the scheme plan is in the public interest, or the land for any other reason whatsoever is suitable for subdivision or it is premature having regard to the provision of essential engineering and social services;
- (b) if adequate provision has been made for the drainage of any allotment or the disposal of sewage there from;
- (c) if the subdivision would interfere with or render more difficult or costly the carrying out of any public work or scheme of development which is proposed or contemplated by the Government of Jamaica or any local authority;
- (d) if the proposed subdivision conforms to recognised principles of town planning;
- (e) if there is adequate information given concerning the proposed co-ordination with adjacent land and its development and services;

## APPENDIX 14

## RESOLUTION FOR ADOPTION OF RAIN WATER HARVESTING SYSTEM

Presently, the standard condition attached to both Building and Subdivision Conditions of Approval are for the provision of 10,000 gallon storage facility/ tank. For the purpose of rainwater harvesting, we will be varying the capacity based on (1) non-utility service areas or water deficient areas and (2) utility service areas.

Please see information below for breakdown.

Type	Size	None Utility/ Water Deficient	Utility Service Areas
*Residential	1 Bedroom	3,000 Gallons	1,500 Gallons
	2–3 Bedrooms	4,500 Gallons	2,000 Gallons
	4–9 Bedrooms	8,000 Gallons	4,000 Gallons
	10 Bedrooms	10,000 Gallons + 500 Gallons for each additional room	5,000 Gallons, + 500 Gallons for each additional room.

FIFTH SCHEDULE, *contd.*APPENDIX 14, *contd*

Type	Size	None Utility/ Water Deficient	Utility Service Areas
*Commercial	1–2 Shops	2,000 Gallons	1,000 Gallons
	3–6 Shops	5,000 Gallons	2,500 Gallons
	7–9 Shops	8,000 Gallons	5,000 Gallons
	10 Shops	10,000 Gallons + 500 Gallons for each additional shop	6000 Gallons + 500 Gallons for each additional shop.
Institutional Schools	ECI	30,000 Gallons	15,000 Gallons
	Primary Schools	40,000 Gallons	20,000 Gallons
	High Schools	60,000 Gallons	30,000 Gallons
Health Centres	Public	30,000 Gallons	15,000 Gallons
	Private	20,000 Gallons	10,000 Gallons
Industrial	Will be determined upon outline application approval		

\* ‘Commercial’ shall also include Office space.

\* ‘Residential’ shall include Resort developments.



FIFTH SCHEDULE, *contd.*

## APPENDIX 15

*Visibility Splays*

Visibility splays are the angles of visibility which are designed at all major road intersections. They are intended to facilitate the unobstructed vision of motorists from one street on to the other, thereby minimizing the risks of accidents. Suggested visibility splays in relation to street type are listed below:

## ROAD VISIBILITY SPLAYS AND SIDEWALK RESERVATIONS

Road Type	Total Width (m)	Carriage Way (m)	SIDEWALK RESERVATION			Visibility Splay Angle (Degrees)	Splay Distance (m)
			Total (one side)	Paved	Planted (m)		
Service Road	9	6	1.5	-	-	45	1.8
Estate Road	12	6	3.3	1.2	1.8	45	3.0
Main Estate Road (spine or collector)	15	8.5	3.25	1.45	1.8	30	3.0
Main arterial road (adjacent residential areas)	21	14.6 Dual	3.25	1.45	1.8	30	2.1

*Sidewalk Reservations*

- Sidewalk reservations are required to support the paved surface of the road and to provide areas for safe emergency stopping of vehicles. They should never be used as permanent parking places for vehicles.
- The construction of sidewalk reservations should be done as carefully as the construction of the main paved area of the road except that sidewalk reservations on access roads would not normally be paved.
- Unpaved sidewalk reservations should be properly grassed and maintained, otherwise, storm water may enter the road base and affect the stability of the road.

FIFTH SCHEDULE, *contd.*

## APPENDIX 16

GENERAL DEVELOPMENT STANDARDS FOR  
TELECOMMUNICATION NETWORK*1. Standards*

Size of site for base station for free standing structure.

- (i) No base station shall be less than 400 square meters (1312.3 square ft.) for self-support towers.

*Setback for free standing structure*

- (ii) The foremost part of each Mast/Tower shall be a minimum distance of 6.1 meters (20 feet) from the physical barrier.

*Exclusion Zone*

- (iii) Exclusion zones shall be determined and defined by acceptable physical barriers and appropriate grating. Zones shall be a minimum of 20m by 20m (65.6 ft. by 65.6 ft.) in size and the physical barrier shall be a minimum of 3 meters (9.8 ft.) in height within the curtilage of the site.

*Height of Tower*

- (iv) The minimum height of self-support towers/masts shall not exceed 45.72 meters (150ft) within urban areas.
- (v) All masts/towers over 30 meters (98.4ft) must comply with the stipulation of the Civil Aviation Authority and Spectrum Management Authority. For rooftop structures, the height of the building must constitute a part of the measurement.

*Signage*

- (vi) Readily identifiable signage warning the public to “Keep Out”, who the operator/s of the site are, their emergency contact numbers shall be posted at a conspicuous position at the site.

*Parking and Access to Site*

- (vii) Sites must be adequately sized to accommodate the manoeuvring and parking of not less than two service vehicles. Access way shall be a minimum of 6.1m (20ft) with parking bays being 5.5 by 2.4m (18 feet by 8 feet).

*Emissions*

- (viii) Emissions from any apparatus associated with a base station shall conform to Natural Resources Conservation Authority (Industrial Air Quality) Regulation 2004.

FIFTH SCHEDULE, *contd.*APPENDIX 16, *contd.*2. *Information Accompanying Application*

## A. Consultation Information

- (i) Result of consultation conducted by operators shall be submitted along with the application as an accompanying statement.
- (ii) The nature of the consultation undertaken for example, community meetings, serving of notices in the press *et cetera*.
- (iii) The time, date and place where the consultation was held must be stated.
- (iv) List of consultees.

## B. Site/Location

- (i) Coordinates to specify site location shall be provided at projection WGS 84 JAD2001.

## APPENDIX 17

## GUIDELINES FOR HOTEL DEVELOPMENT

*Density*

The density for hotel development will be calculated on the basis of the number of guest rooms or habitable rooms per hectare. A guest room is a hotel bedroom together with bathroom and all the ancillary accommodation normally necessary in a resort hotel.

Dwelling houses or resort apartments will be based upon the number of habitable rooms per hectare (see definition).

Factors that will be considered in determining the density of a development are:-

- o The availability of utilities such as water, sewerage facilities, etc.
- o The availability of good transportation links such as roads.
- o The amount of beach frontage available.
- o Whether or not it is prime inland site.
- o The total area of the site.

Densities for guest houses or resort apartments will range from a low of 37.5 habitable rooms per hectare (15 hr/a) to a high of 125 habitable rooms per hectare (50 hr/a) along the coastal areas, and a maximum of 75 habitable rooms per hectare (30 hr/a) inland. It should be noted that these densities maybe varied by the

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FIFTH SCHEDULE, *contd.*APPENDIX 17, *contd.*

Planning Authorities based on the existing physical conditions in the area and also depending on the level of infrastructure available. The ground cover or plot coverage will be 15 per cent maximum and the plot area ratio or floor area ratio a maximum of 20 per cent.

The density of hotels will range from 18.5 guest rooms per hectare (7.5hr/a) to a maximum of 75 guest rooms per hectare (30 hr/a) in environmentally sensitive coastal areas and inland areas. These densities maybe varied by the Planning Authorities, depending on the level of infrastructure available and prescribed to strict stipulations or conditions and must adhere to the recommendations of the relevant Planning Authorities. The ground cover will be 15 per cent maximum and the plot ration 15 per cent maximum for densities at 18.5 guest rooms per hectare (7.5 hr/a) and 20 per cent for both at 125 guest rooms per hectare (50 hr/a).

Where the proposal is part of another development such as a golf course the density will be calculated over the area that the buildings occupy rather than the total site area.

*Access*

Access points to hotels should be located so as to minimize turning movements across traffic. Where possible they should be located on service roads where the volume of traffic is less.

*Height*

Accommodation located on the beach will not be allowed to exceed three stories in height plus pitched roof if desired subject to a ridge height of 12m (40 ft.) above mean sea level. However, in areas where the hotel is to be located on parcels of land exceeding 4.0 hectares in area higher buildings may be allowed. This will depend on the character and design of the building in relationship to the surrounding areas and other material consideration. Only low rise resort development will be encouraged along the undeveloped coastal areas outside of the built up areas.

*Setbacks*

Setback from the high water mark should be in conformity with the guidelines in figure 5 as the terrain and other conditions along the coast differ. No building should be located within 12 metres of a road boundary and side boundaries should be a minimum of 3.7m for buildings up to three floors. An additional 1.5m is to be added for each extra floor in excess of three floors. This could vary depending on the size and location of the site, the character of the surrounding area and the height of the building.

*Parking*

This should be on site and conform to the requirements set out in the parking standards in terms of requirements, design and landscaping.

FIFTH SCHEDULE, *contd.*APPENDIX 17, *contd.**Site Planning Considerations*

Development must satisfy the requirements for ground (or plot) cover, plot (or floor) area ratio, building height and habitable rooms or guest rooms per hectare whichever is relevant.

The standard for guest rooms per hectare is based on normal space standards for central and ancillary facilities in resort hotels. Where these fall below the normal, adjustments will be made by the Planning Authorities in the number of guest rooms so that it is in conformity with allowable densities in the area.

The local planning authority may exercise control over issues other than density such as the provision of parking and aesthetic concerns in the processing of applications.

In urban areas hotels should have a minimum lot area of 0.2 hectare of land for fifty (50) rooms; however, outside of urban areas the requirement is expected to be higher.

## APPENDIX 18

## ADVERTISEMENT GUIDELINES

The display of advertisements, whether illuminated or not, can have a considerable impact on visual amenities. This is evident along main roads in rural areas and on buildings and open spaces in urban areas. The local planning authority will, therefore, pay particular attention to the siting of advertisements to ensure that the character of the country side, individual buildings and streets are not adversely affected.

Signs will be controlled in accordance with the Control of Advertisements Regulations 1978.

Applications will be considered in respect of the amenity and public safety and the following guidelines which have been adapted from the Lambeth Draft Unitary Development Plan (1992) will apply:—

## A General Considerations

1. Regard will be paid to the general characteristics of the locality—existing advertisements in the locality will be disregarded in assessing its general characteristics.
2. Advertisements should respect the scale of the buildings or sites in which they are displayed, together with the surroundings.

FIFTH SCHEDULE, *contd.*APPENDIX 18, *contd.*

3. Displays at high levels will normally be resisted, particularly where they affect long range visibility.
4. Advertisements will be considered in respect of public safety.
5. The painting of walls as advertising space will not be allowed rather, the use of free standing boards will be encouraged where possible.

## B Residential Areas

1. Advertising is generally out of place in any predominantly residential locality and will normally not be allowed.

## C Commercial Areas

1. All displays must be in scale with the particular building on which they are located and must not conceal any architectural features.
2. A display must not be unduly dominant and the most important criterion will be the overall visual effect upon the entirety of the building and its surroundings.
3. Advertisements must be properly organized and clutter will be resisted.

## D Declared Buildings and Structures

1. Special consideration will be given to advertisements on or adjoining buildings of architectural or historic interest.
2. Internally illuminated box signs will normally be resisted

## E Conservation Areas

1. Advertisements will be expected to preserve or enhance the character of Conservation Areas.
2. Signs should normally be located at fascia level and should not damage original mouldings or brackets. Size, design and method of illumination will be carefully controlled.

## F Illumination

1. Illuminated advertisements will be considered in respect of amenity and public safety.

## (i) Public Safety

FIFTH SCHEDULE, *contd.*APPENDIX 18, *contd.*

Regard will be given to possible danger to users and operators of road transport particularly where:—

- (a) The means of illumination is directly visible from the transport system;
  - (b) The colour of the signs may cause confusion with traffic signals or other means of direction;
  - (c) Brightness could result in glare, dazzle or distraction.
- (ii) Amenity
- (a) the illumination of advertisements at high levels with long range visibility, will not normally be permitted;
  - (b) Flashing or intermittent signs will not normally be permitted.

## G Unauthorized Advertisements and removal of Displays

The local planning authority will take action to secure the removal of unauthorized displays or advertisements which are being displayed with “deemed consent” where it is satisfied that this is necessary to remedy a substantial injury to the amenity of a locality or a danger to members of the public.

## H Hoardings and Poster Boards

Advertisement hoardings either free-standing or attached to buildings are generally considered to be unacceptable as permanent features of the street scene, as they detract from the townscape. They will normally be resisted unless they can be advantageously used to screen unsightly building sites on a temporary basis pending development.

## I Blinds and Awnings

1. In conservation areas, permission will only be granted for retractable blinds which have no adverse impact on the street scene.
2. On listed buildings, blinds will only be permitted where they do not adversely affect the architectural or historic interest of the building.
3. Blinds above the first floor sill level will only be permitted in exceptional circumstances.
4. Where blinds are unsuitably designed, mounted or located, the local planning authority will take appropriate action to remove them.
5. Very bright fluorescent, glossy or metallic finish blinds will not be permitted on listed buildings and in conservation areas.

Source:—Lambeth Environmental Services, 1992. Draft Unitary Development Plan, Courtney House, London.

FIFTH SCHEDULE, *contd.*

## APPENDIX 19

## AGRICULTURAL LAND USE CLASSIFICATION SYSTEM

For agricultural purposes land is classified into the following categories related to agricultural use.

*Class I*

This is land which is level with deep fertile soil and no factors limiting its use for agriculture.

*Class II*

Land which is suitable for cultivation with moderate limitations such as slope, inter-fill soils or poor drainage.

*Class III*

Land suitable for cultivation with strong limitations by one or more of the following factors:

- Steepness or slope
- Infertile soils
- Poor drainage

*Class IV*

Land that is of marginal use for cultivation due to one or more of the factors listed above

*Class V*

This is land that is not suitable for cultivation due to adverse soil factors. It is usually steep land that should be used for forestry or fruit trees.

The classification system is of a general nature and in some instances may not be specific enough for detailed planning. Note should also be made of the fact that a classification could be improved by removing one or more limiting factor(s).

Care should, therefore, be taken in the interpretation of agricultural land use and when in doubt, reference should be made to the Ministry of Agriculture.



FIFTH SCHEDULE, *contd.*

## APPENDIX 20

MINIMUM LOT SIZES FOR SINGLE FAMILY RESIDENTIAL  
DEVELOPMENT

The minimum lot areas for detached, duplex or semi-detached dwelling with ground level access shall subject to satisfactory arrangements for the disposal of sewage and general amenities be as follows:—

## (a) Detached House

## (i) Main Urban Area

Minimum of 325.15m<sup>2</sup> for internal lots

Minimum of 418 m<sup>2</sup> for corner lots.

## (ii) Suburban Area

– Minimum of 371.6 m<sup>2</sup> for internal lots

– Minimum of 464.5 m<sup>2</sup> for corner lots

## (iii) Rural Towns

– Minimum of 464.5m<sup>2</sup> for internal lots

– Minimum of 557.4m<sup>2</sup> for corner lots

## (iv) Rural Areas (Lots outside the above)

– A minimum of 1011.75 m<sup>2</sup>

(b) Semi-detached or duplex house (for each half) falling under (i) and (ii) above minimum of 278.7m<sup>2</sup> for internal lots minimum of 371.6m<sup>2</sup> for corner lots.

## (c) The minimum size of lots may be reduced for housing schemes where the layout indicates that this can be done and the required amenities and utility services are available to satisfactorily support the level of development proposed.

## (d) The minimum lot width for detached housing in all areas should be a minimum of 12.19m and 10.7 m for each half of a semi detached house.

## (e) Generally the ratio of lot width to length should not exceed 2 to 5, that is, the width of the lot should not be less than 40% of the length.

MINIMUM LOT SIZES FOR TOWN HOUSE AND APARTMENT  
DEVELOPMENT

In most areas where this type of development is allowed the minimum lot size is 0.2 hectares (½ acre) depending on the physical character of the area. However, the lot size maybe varied by the Planning Authorities depending on the circumstances.

FIFTH SCHEDULE, *contd.*

## APPENDIX 21

## GENERAL CONSIDERATIONS FOR THE SETBACK OF SELECTED BUILDINGS

The following guidelines are suggested for the minimum setback of selected buildings from property boundaries or existing building unless otherwise indicated in the Order.

- (a) Residential Development
  - (i) Single Family detached and duplex houses.
    - side yard where provided should not be less than 1.2m per floor for single and multi-storey buildings.
    - Rear yards should not be less than 1/3 the height of the building or 3m whichever is greater.
    - Front yard should be a minimum of 6m.
  - (ii) Multifamily Development (Apartments and Town Houses) under normal circumstances the setback for apartments is as follows:
    - side yards should be 1.5m per floor from property boundary.
    - A minimum of 14.9m from the rear or 2/3 the height of the building, whichever is greater is recommended. This distance may be varied by the Planning Authorities depending on the circumstances.
- (b) Apartments are guided by different densities depending on the area in which they are located. The densities control the heights of the buildings and eventually the setbacks. In all situations the setback from the roadway will be guided by the height and width of the road and should not be less than 21.0m from the road centre line. For the other guidelines please see appendix 11 and figure 1.
- (c) Commercial and office developments—In addition to the guidelines provided below for commercial and office development refer to GD policies and figure 1 in this order.
  - (i) Minimum setbacks from property boundaries for Commercial development:
    - Buildings located within business centres on lots identified for commercial use may be

FIFTH SCHEDULE, *contd.*APPENDIX 21, *contd.*

constructed with zero lot line subject to the provision of parking and other required standards to the satisfaction of the Planning Authority.

- Where commercial development adjoins lots identified for or currently used for residential purposes, the structure must be setback at least 3 meters from that boundary

(ii) Minimum setbacks from property boundaries for Office development:

- Buildings located within business centres on lots identified for office use may be constructed with zero front lot line subject to the approval of the road authority, the provision of parking and other required standards to the satisfaction of the Planning Authority
- Where compatible office development is contemplated for infill development in residential areas:
  - Rear—minimum of 6 meters.
  - Side yards – at least 3 meters or a minimum of 15% of the width of the lot

(d) Institutional—Setbacks for the schools and churches should be:—

- 1.5m from the side property boundary per floor.
- 3m from the rear property boundary.
- 6m from the front property boundary.
- all measurements should be taken from the face of the building to the property boundary unless otherwise specified.
- the height of the buildings should not exceed two (2) floors from ground level. Basement may be located below ground level depending on the contour of the land.
- the setbacks from any lot line may be increased by the Planning Authority in order to protect the privacy and visual amenities.
- Site coverage should not exceed fifty percent (50%). Refer to appendix 11 and figure 1 for guidelines for other uses.

FIFTH SCHEDULE, *contd.*

## APPENDIX 22

## HILL SIDE DEVELOPMENT GUIDELINES

*Residential Densities and Lot Sizes*

(1) In calculating densities only areas that are developable will be included. Scarp slopes, steep sided gullies, unstable hillsides, cliff faces, steep slopes exceeding 30 degrees will not be considered.

(2) In general, the developable area on a hill side site shall be contiguous (boundaries are in contact and not scattered throughout the site). If the site is to be used for multi-family the size of the lot should be a minimum of 0.8 hectares (2 acres).

(3) Areas that are within the developable zone, but falls outside the contiguous developable area shall be included as part of the total developable area only if that portion of the site is accessible and of a minimum size of 0.2 hectares (0.5 acre) for single family development and 0.8 hectares (2 acres) for multi-family development.

(4) Where the hillside is to be used for development and straddles all slope gradient categories, the average slope shall be used to determine residential zoning density.

(5) In order to determine zoning density, the slope category within the developable portion of the land will be used as the guideline for residential densities. Tables 8.1 through to 8.3, of the hillside development manual for Jamaica prepared and published by the Mines and Geology Division provides recommended guidelines in this regard and should be consulted.

(6) Slopes in excess of 30 degrees or unstable or active slopes on which development is proposed shall not be considered or used for residential purposes.

(7) Ecological formations which are normally problematic for construction *e.g.* shales, colluvial soils and some non-limestone rock slopes shall be included from class 3 slopes (steeply sloping). These may be reviewed on a case by case basis.

(8) Subdivision roads with circular/rectangular cul-de-sacs shall have minimum lot frontages of 8 metres for class 1 slope, 10 metres for class 2 slope and 14 metres for class 3 slopes provided that the back boundary is at least 3.5 times the length of the frontage (*see fig 8.2 in the Hillside Development Manual for Jamaica*).

*Slope Steepness*

(1) Development will be permitted on slopes up to 30 degrees (58% slope) and may be allowed in areas above under extraordinary circumstances subject to special conditions *e.g.* non-residential type development such as cellular towers.

(2) Areas with the potential for landslides, erosion and debris flood with slope gradient in excess of 26 degrees (50% or 1:2 slope) should have extraordinary provisions that would allow developments to proceed with minimal disturbance.

FIFTH SCHEDULE, *contd.*APPENDIX 22, *contd.*

(3) Where vehicular access to a hillside property becomes problematic due to steep slope or deep, vertical cuts (75m) from main access road, developments may not be permitted if access cannot be provided or it is clearly demonstrated that this can occur without great difficulty.

*Development on Colluvium Slopes*

1. Colluvial slopes should be avoided for large scale development as they are highly unstable and prone to landslide and erosion and approval will only be given where it is proven that such development can proceed without having any negative impacts.

2. Deep foundation should be used for building structures on colluvial soils, unless it can otherwise be demonstrated that an alternative suitable foundation design is acceptable to the authority.

3. Excavated soils on these slopes should not be used as fill for load bearing purposes, but be used only for landscaping or other non-load bearing purposes.

*Development in Limestone Karst*

1. Where sink holes and depressions are being used for storm water discharge they should be prevented from blockage using trash rack or other devices where possible.

2. During site preparation for development sinkholes, depression or cavities should not be covered or buried but left open. A professional assessment should be made of these cavities.

3. No development shall take place above, or in close proximity to caves or caverns unless the safety of the development can be ensured.

4. Where possible runoff from roofs and impervious areas on site should be captured and dispersed to adjacent designated areas (vegetation buffers, sinkholes, depression, soak away, *et cetera*. where it will not negatively affect other activities.

5. Detention areas such as catch basins, soak away pits or other flood control devices to reduce peak flow, shall be constructed on hillside areas to reduce storm water run-off which, where possible, can be conveyed to landscaped on-site or off-site areas.

*Visual Impact*

(1) Developments should not be designed to dominate the hillside but to blend with the natural features and achieve harmony between natural and built environment, such as vegetation, wildlife habitat, *et cetera*.

(2) Natural features should be conserved and buildings sited so as to allow screening to minimize intrusiveness of the development.

FIFTH SCHEDULE, *contd.*APPENDIX 22, *contd.*

(3) Buildings should be designed to conform to the natural topography and characters of the site in order to reduce bulk and mass.

4) Architectural styles that are viewed as massive and bulky should be avoided and the stepping of foundations and roofs with the natural slope will be encouraged.

Note: The above information is extracted from the Hillside Development Manual for Jamaica prepared by the Mines and Geology Division and which should be consulted for more detailed information and guidelines relating to hillside development. The Mines and Geology Division should also be consulted in the preparation of any development application relative to this activity.

## APPENDIX 23

## COMMUNITY PLANNING

As a standard of the requirement for community facilities in neighborhoods of different sizes the following facilities shall be provided:

## Development of 200 to 600 dwelling units

- o Shops *e.g.* grocery, pharmacy, *et cetera*.
- o A primary school including basic school (unless existing in immediate vicinity)
- o Communal areas (including parking, sidewalks, commercial space, park and play areas)

## Development of 601 to 1000 dwelling units

- o A primary school, basic school/day care centre
- o Commercial areas of 10 square metre per family including covered and open areas, parking, petrol station, *et cetera*.
- o Communal areas including parking spaces, access roads, sidewalks, park and play area

## Development of 1001 to 3000 dwelling units

- o Adequate educational facilities for the anticipated school age population
- o Space for commercial, cultural and social activities at the rate of approximately 10 square metre per family
- o A small administrative centre, *e.g.* government office
- o Communal areas including parks, playgrounds, parking spaces, sidewalk, *et cetera*.
- o A church
- o A sport field

FIFTH SCHEDULE, *contd.*

## APPENDIX 24

GUIDELINES AND STANDARDS FOR THE ESTABLISHMENT OF LIQUID  
NATURAL GAS (LNG) REGASIFICATION TERMINAL FACILITIES

Regasification of Liquid Natural Gas (LNG) is a system that allows the reconversion of the fuel into gaseous phase, thereby enabling its supply to various consumption points such as houses, towns, factories, large industrial areas and other end users. The LNG is received at the Regasification Terminal where the process takes place and where it is common for these facilities to have storage tanks.

The introduction of industrial scale natural gas for fuelling power plants in Jamaica will therefore require the construction of Natural Gas/ Liquified Natural Gas specific handling; storage and distribution infrastructure in the island. An LNG satellite plant is one of the most common components used to facilitate the use of Natural Gas by new consumers. The development must guarantee the stability, safety and permanence in the supply of natural gas. In addition, the development of the natural gas sector must be designed and operated to comply with Jamaica's environmental policies, legislations, regulations and standards. It will be necessary to develop a regulatory framework in order to meet the minimum environmental health, safety and quality standards to receive, store and supply fuel.

## 1. GUIDELINES

- (i) The natural gas flows from the plant to the consumers in the gaseous phase by pipelines. The routing of such pipeline must be clearly identified by the installation of signs on the ground. Concrete or metallic posts with an identification plate must be installed in compliance with the following requirements:
  - Each post must be distinctively visible from their immediate neighbor
  - The maximum distance between each post must be 200 meters
- (ii) The depth of the trench where the gas pipeline is to be buried must be more than 0.8metres from the top of the soil to the upper side of the pipe. When the pipeline crosses any other underground infrastructure, the depth must be increased to at least 1.4 meters. In case of rocky terrain these figures could be reduced in 10cm to decrease the cost of excavation.
- (iii) The pipe must be laid on a sand bed and covered also with sand to avoid damages in the burial process. The rest of the trench may be back filled with the excavated material if this is soft and without sharp edges instead of sand.

FIFTH SCHEDULE, *contd.*APPENDIX 24, *contd.*

- (iv) The routing must maintain regulated distances from other infrastructure and services, which exists in the area. These include for example electrical cables, fiber optic cables, telephone lines, water conduits and drainage networks. The minimum distance from the routing must be 0.4 metres except for electrical cables which must be maintained at a distance of 1 meter. If it is not possible to maintain this distance, mechanical protection elements must be installed between them.
- (v) When the gas pipeline is in proximity to an overhead power line with metallic towers, the distance to the towers must be at least 5 meters. In addition, a detailed dedicated report assessing the influence between both installations must be prepared.

*The Site*

- (i) The LNG Company must own the property or have an agreement in place for using the plot of land for this purpose for the minimum period of 20 years.
- (ii) The land on which the LNG satellite plant or Regasification Terminal is to be constructed must be flat, with a minimum gradient to avoid the formation of puddles from rain. The design of slopes and trenches is to be carried out to take this into account.
- (iii) A control center, warehouse and other auxiliary buildings are necessary in the construction and operation of a Storage and Regasification Terminal and the erection of these must conform to the Planning and Building Laws of Jamaica.
- (iv) Provisions must be made for the effective management of waste generated during the operations and maintenance of the facility. It will be necessary for the segregation of different types of waste such as waste oils and oily rags used during maintenance.
- (v) Aesthetic impacts must be assessed with considerations given to the efficient use of land and the aesthetic impact on the surroundings being taken into account.
- (vi) All LNG storage tanks must be equipped with some form of secondary containment with the height and thickness necessary to ensure that all leaks or spills are effectively contained. This may take the form of impoundment or bounded areas which must be separated from the tank by at least 1.5 meters to permit access of a person. The impounding area of every tank must be constructed with a volume that is equal to that of the tank. The distance between two walls must be at least 4 meters to allow vehicular traffic.



FIFTH SCHEDULE, *contd.*APPENDIX 24, *contd.*

- (vii) The plant must be located in an isolated area. Safe distances from other facilities and setback limits must be taken into account in the design of the facility to avoid transmitting accidental fires to other equipment. It will also be necessary to maintain distances between equipment and property lines to respect the requirements of restricted covenants imposed on the land and adjacent to the lands.

## 2. STANDARDS

These are intended to ensure that the plant is functionally and aesthetically compatible with adjacent users.

*Access*

- (i) Site access must be exclusive for the installation from the nearest road and must be designed for tanker trucks with a length in excess of 15 meters.
- (ii) Site access must permit the movement and circulation of two trucks simultaneously and space must be available for manoeuvring and positioning the trucks to connect to the tanks.
- (iii) A metal fence or building walls must be installed around the plant to restrict the access of non-authorized persons. Access should only be through a secured gate entrance with permission being required from a control centre to open the gate and all entrances and exits being recorded.

## PARKING

- (i) A parking area for other vehicles must be constructed in an area that does not disturb the operations of the cistern trucks, and, be made available for staff and visitors and be in accordance with the standards set out in this Order.
- (ii) The parking area must not disturb pedestrian and vehicular traffic entering and exiting the plant.

## SETBACKS

- (i) The minimum safety distances from tanks to property lines will be 0.7 times the container diameter, but not less than 30 meters.
- (ii) No overhead or underground facility or public service infrastructure must cross the LNG Plant.

## INSTALLATION

- (i) The lighting system must be adequate to ensure safety when operations are being done in the plant. This should be maintained at a minimum of 20 lux, in general and 200 lux in the discharge area.

FIFTH SCHEDULE, *contd.*APPENDIX 24, *contd.*

- (ii) A water supply for fire protection system must be provided, except where there is a justification for it being unnecessary or impossible to be installed. Such justification will have to be approved by the Local Authority.
- (iii) For LNG storage capacity greater than 450 m<sup>3</sup>, a water system may be installed to water the high part of the tanks to avoid fire. If the plant does not have access to a regular water supply it must be equipped with a water reservoir that can deliver 2 hours of water supply at a sufficient rate of 3 liter/min/m<sup>2</sup> in case of fire.
- (iv) An odourisation system must be installed to odorize the natural gas before it leaves the plant.
- (v) The plant must be equipped with extinguishers in the tank zone and in the vaporizer zone and this should be done in association with the Fire Department.

## LANDSCAPING

- (i) Landscape proposals prepared by a Landscape Architect showing a scheme of hard and soft landscaping should be submitted along with the application for the proposed development.
- (ii) The design must include a landscaped open area, 3 meters wide along the property boundary,
- (iii) Landscaping including trees or shrub planting and suitable screening surrounding the plant may be required to integrate the facility into the local environment.

## DRAINAGE

- (i) Rain Water in the impoundment areas must be extracted by pumps or holes in the wall which must be closed immediately after the water is removed.
- (ii) Hazardous waste must be confined and managed in compliance with the facility's approved Risk Prevention Plan and the storage areas must not be directly or indirectly connected to the public drainage systems.
- (iii) Waste water from the washing of equipment and sewage disposal, must meet NEPA's and the health authorities guidelines and standards for sewage and effluent discharge.

FIFTH SCHEDULE, *contd.*APPENDIX 24, *contd.*

## 3. SITE PLANNING CONSIDERATONS

- (i) The site plan must make provision for horizontal and vertical tank installations. The applicant must access and justify the impact on the landscaping for the chosen tank configuration
- (ii) The most suitable and efficient design must be selected in connecting the gas pipeline to the plant at the consumption point.
- (iii) Proposals for the installation of STORAGE and REGASIFICATION TERMINAL must include an Environmental Impact Assessment done in accordance with the requirements of the Natural Resources Conservation Authority. This should include assessment of the site for the potential for negative impact on water, soil and air for potential impacts on flora and fauna, the human society within the sphere of influence and any other potential impacts on the environment. The assessment must also include recommended mitigation techniques for the cited impacts. Preventative and protective measurements must be incorporated into the assessment along with a proposal for future assessments.

## 4. SAFETY CONSIDERATIONS

- (i) The main hazard is due to the flammable nature of the LNG and the NG which both burn when exposed directly to an ignition process. Fire protection systems must be designed to protect all the processes and areas at the facilities.
- (ii) If there is a leak without the incidence of ignition then the natural gas will be diluted by the air. Therefore a safety area around the facility that allows for sufficient dilution of the natural gas must be established to minimize any effects a leak may have on other surrounding infrastructure.

FIFTH SCHEDULE, *contd.*

## LIST OF FIGURES

## 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 storeys above frontage	Maximum Green Spaces Required within Net Plot Area (%)
<b>RESIDENTIAL</b> ( <i>Maximum Habitable Rooms per Hectare</i> )				
Single Family Residential	0.50	50	To be determined by Planning Authority	45
3–75 habitable rooms per ha.	0.33	33 1/3	2	33 1/3
76–125 habitable rooms per ha.	0.50	33 1/3	4	33 1/3
126–250 habitable rooms per ha.	0.66	33 1/3	6	33 1/3
251–375 habitable rooms per ha.	1.00	33 1/3	10	33 1/3
<b>COMMERCIAL</b>				
General Commercial in Business Centres	1.00	50	2	20
<b>OFFICE</b>				
Office in Business Centres	2.00	50	10	20
Office in Other Areas	0.50 or as indicated in the policy Guidelines for the area	33 1/3	2	33 1/3
Industrial	0.50	33 1/3	2	33 1/3
Institutional	0.66	33 1/3	3	50

FIFTH SCHEDULE, *contd.*

## FIGURE 1

## NOTE

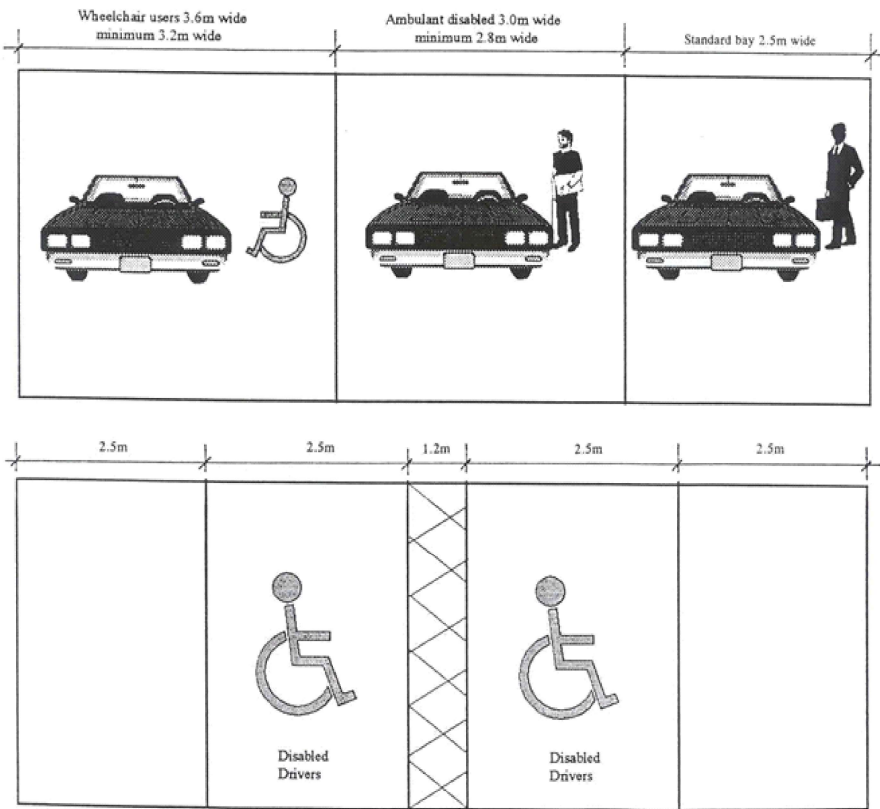
1. Floor area ratio and height of a building will be used to control the quantity of floor space proposed by a development. This is necessary to avoid the over development of a site which could result in excessive strain on the infrastructure in an area.
2. It is not necessary that all the developments should meet the proposed floor area ratio level indicated as this is a maximum and not a minimum.
3. Where a residential and a non-residential use occupy different sections of a site, the floor area ratio and residential density will be calculated in relation to the portion of the site occupied by each.
4. Where both uses are combined in the same building the residential density will be calculated after subtraction of the area needed to accommodate the non-residential development at the normal maximum plot area ratio or *vice versa*.
5. The maximum plot coverage for commercial and office buildings located within the Downtown area may be varied by the Planning Authorities.

FIFTH SCHEDULE, *contd.*

FIGURE 2

*Parking for Disabled*

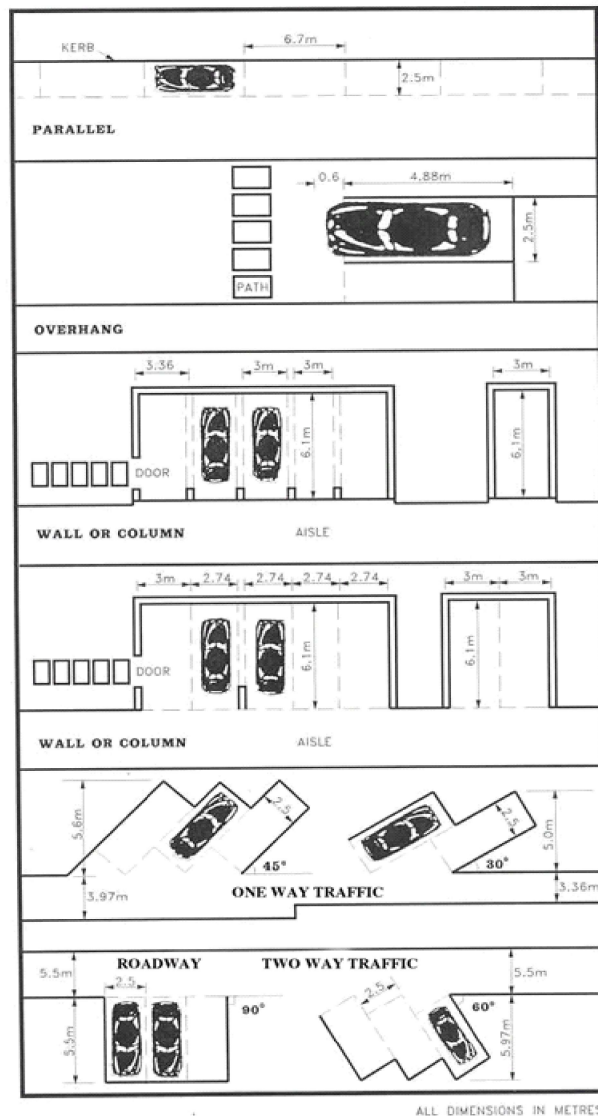
To allow for assisted wheelchair users the preferred width of special spaces allocated for disabled drivers is 3.60m, minimum 3.20m. To allow for ambulant disabled people the preferred width of parking spaces is 3.00m, minimum 2.80m. While manoeuvring space may be tight, a width of 3.00m will in practice,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



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".

FIFTH SCHEDULE, *contd.*

FIGURE 3

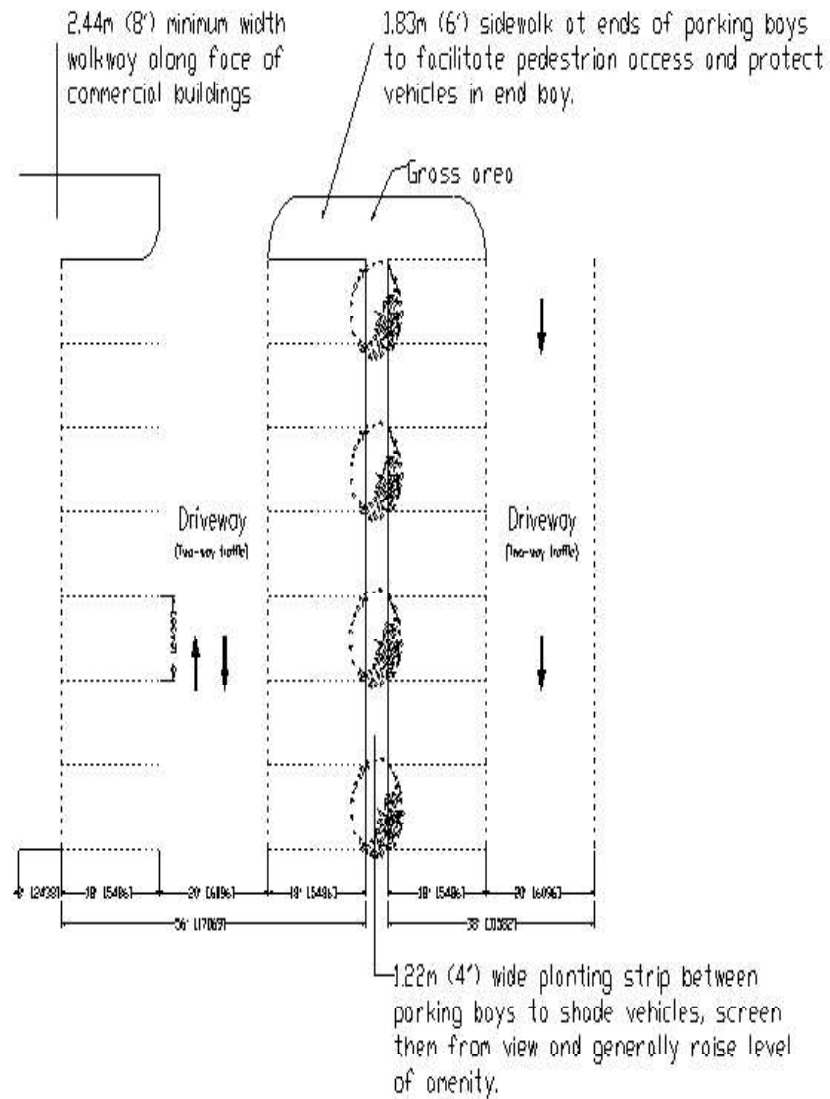
*Parking Layout*

FIFTH SCHEDULE, *contd.*

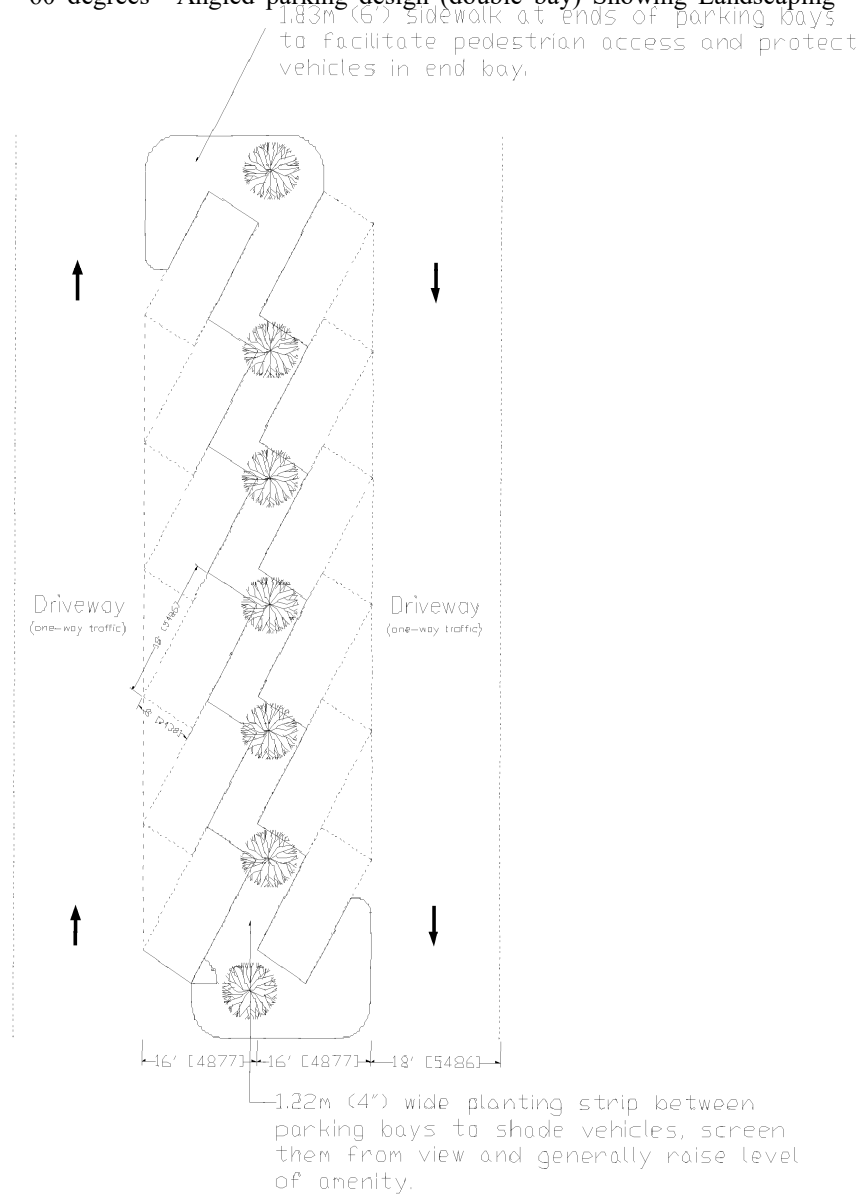
FIGURE 4

*Parking Standards*

90 degrees—Angled parking design Showing Landscaping

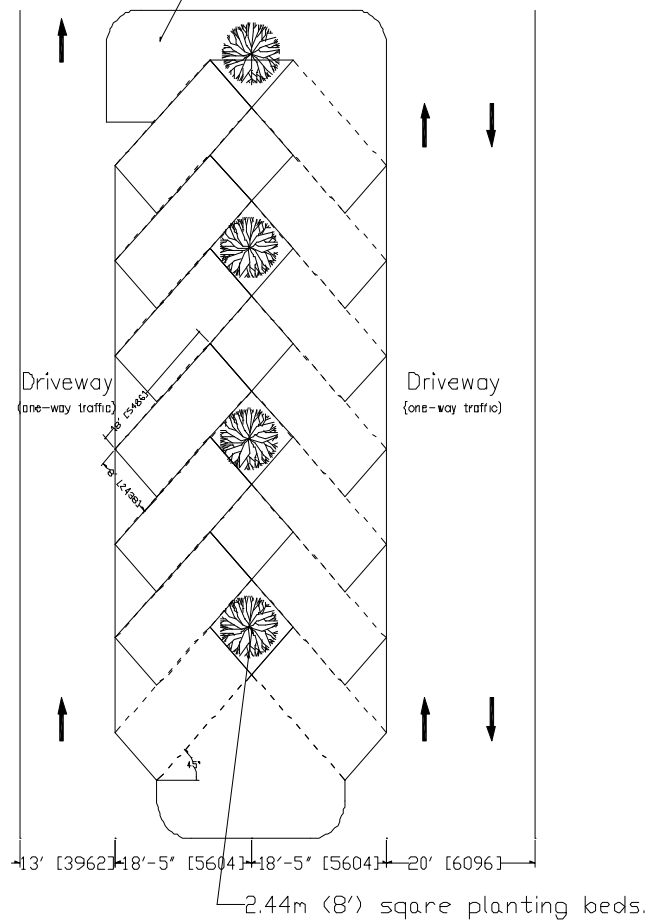




FIFTH SCHEDULE, *contd.**Parking Standards***60 degrees—Angled parking design (double bay) Showing Landscaping**

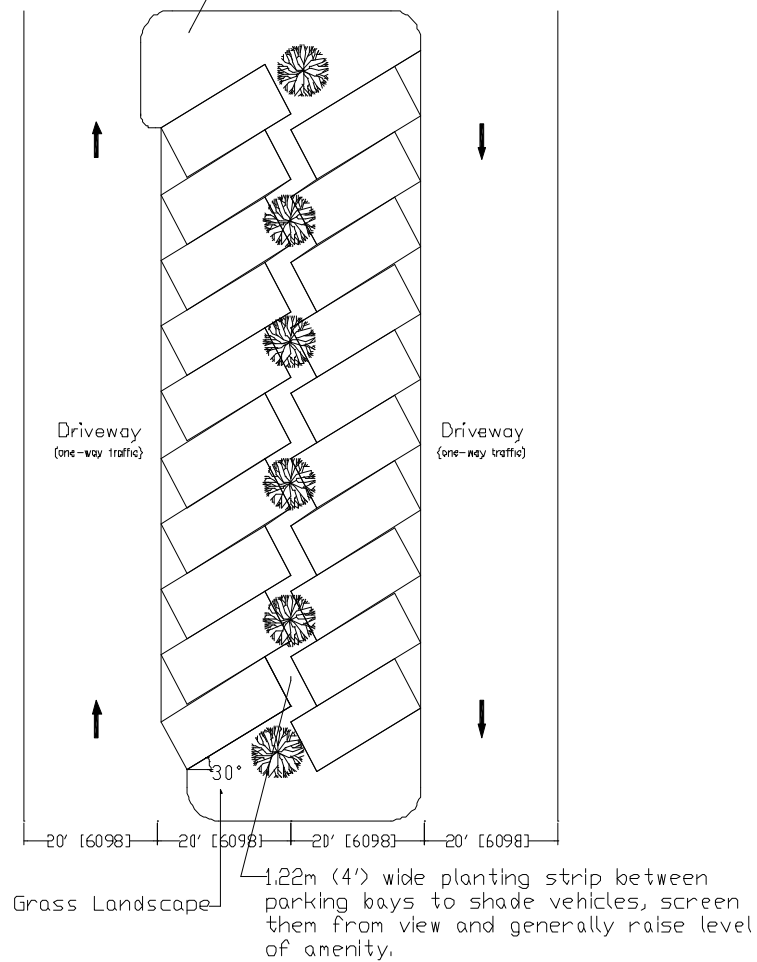
FIFTH SCHEDULE, *contd.**Parking Standards*

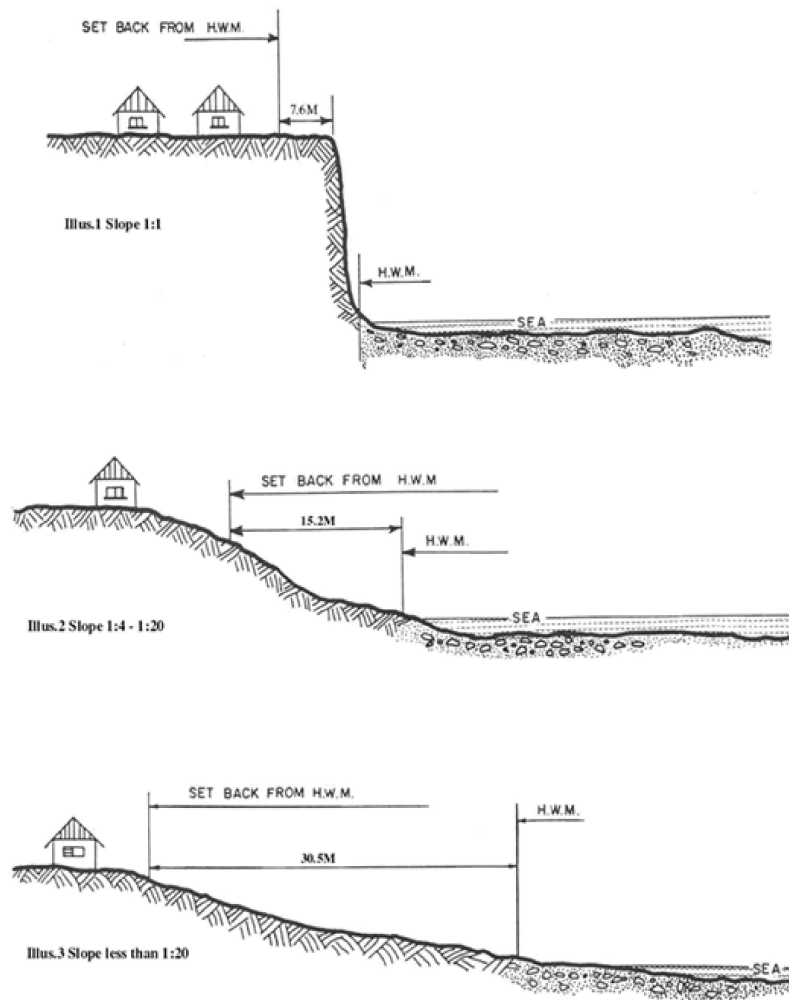
45 degrees—Angled parking design (double bay) Showing Landscaping  
1.83m (6') sidewalk at ends of parking bays  
to facilitate pedestrian access and protect  
vehicles in end bay.



FIFTH SCHEDULE, *contd.**Parking Standards*

30 degrees—Angled parking design (double bay) Showing Landscaping  
1.83m (6') sidewalk at ends of parking bays to facilitate pedestrian access and protect vehicles in end bay.



FIFTH SCHEDULE, *contd.*FIGURE 5  
SETBACKS FROM HIGH WATER MARK

NOTE: SETBACKS ARE SUBJECT TO NATURE OF SUBSTRATA, OCEANOGRAPHIC CONDITIONS, PLANS FOR SEASIDE PARKS ETC.

FIFTH SCHEDULE, *contd.*

## LIST OF ABBREVIATIONS

B	Balaclava
BR	Black River
C	Conservation of the Natural and Built Environment
CA	Control of Advertisements
CD	General Coastal Development
DC	Developed Coast
E	Energy
EL	Elderslie
GD	General Development Policies Area
H	Housing
JBS	Junction/Bull Savanna
L	Lacovia
LPA	Local Planning Area
M	Minerals
MA	Malvern
MG	Maggotty
MQ	Middle Quarters
NW	New Market
OBJ	Objectives
PFS	Petrol Filling Station
RAP	Rural Area Policies
RE	Rural Economy
SA	Social Amenities
SC	Santa Cruz
SDC	Social Development Commission
SF	Southfield
SP	Sectoral Policies
TB	Treasure Beach
TELE	Telecommunication
TO	Tourism
T	Transportation and Traffic
UDC	Undeveloped Coast
UE	Urban Economy
WS	Water Supply
WT	Waste Treatment and Disposal

FIFTH SCHEDULE, *contd.*

## ACKNOWLEDGEMENT

The Town and Country Planning Authority would like to thank the many persons, Organizations, Institutions, Departments and Ministries for their input to this Development Order. Although it is not possible to recognize all contributions special mention is made of the following:—

- (1) The St. Elizabeth Municipal Corporation.
- (2) Housing Agency of Jamaica.
- (3) Jamaica National Heritage Trust.
- (4) Ministry of Agriculture and Lands; The National Minerals Policy (2nd Draft for discussion Purposes, August 2006).
- (5) Ministry of Tourism and Sports; Master Plan for Sustainable Tourism Development.
- (6) Ministry of Labour and Social Security; Statistical Bulletin 2002.
- (7) National Environment And Planning Agency; Development and Investment Manual, Volume 1 Section 1—Planning and Development—Chapter 2.
- (8) National Environment and Planning Agency.
- (9) The Water Resources Authority.
- (10) The National Land Agency; Topographic Base Maps and Land Parcels.
- (11) National Solid Waste Management Authority.
- (12) Office of the Prime Minister; Development Planning Unit.
- (13) The St. Elizabeth Parish Development Committee.
- (14) The Planning Institute of Jamaica; Economic and Social Survey of Jamaica and various other publications.
- (15) The National Works Agency.
- (16) Members of Staff; Social Development Commission, St. Elizabeth.
- (17) The Statistical Institute of Jamaica (STATIN); Statistical Data (including Enumeration Districts).
- (18) The Town and Country Planning Authority; the Town and Country Planning (South St. Elizabeth) Confirm Development Order 1996.
- (19) The Mines and Geology Department.
- (20) The Community Based Organization and other Stakeholders in the Parish of St. Elizabeth.

FIFTH SCHEDULE, *contd.*ACKNOWLEDGEMENT, *contd.*

- (21) The Social Development Commission
- (22) Energy Efficiency in Jamaica—Report from Global Energy Workshop, United States Energy Association (USEA) and United States Agency for International Development (USAID)—March 6–13, 2010.
- (23) South Coast Sustainable Development Study: Sustainable Development Master Plan; Halcrow 1999.

FIFTH SCHEDULE, *contd.*

## LIST OF MAPS

St. Elizabeth Development Order Area Map	Map 1
Black River Local Planning Area	Inset No. 1
Black River Urban Core	Inset No. 1.1
Santa Cruz Local Planning Area	Inset No. 2
Junction/Bull Savanna Local Planning Area	Inset No. 3
Treasure Beach Local Planning Area	Inset No. 4
Balaclava Local Planning Area	Inset No. 5
Southfield Local Planning Area	Inset No. 6
Malvern Local Planning Area	Inset No. 7
Lacovia Local Planning Area	Inset No. 8
Maggotty Local Planning Area	Inset No. 9
Elderslie Local Planning Area	Inset No. 10
New Market Local Planning Area	Inset No. 11
Middle Quarters Local Planning Area	Inset No. 12
St. Elizabeth Development Order Area Density Map	Map 2

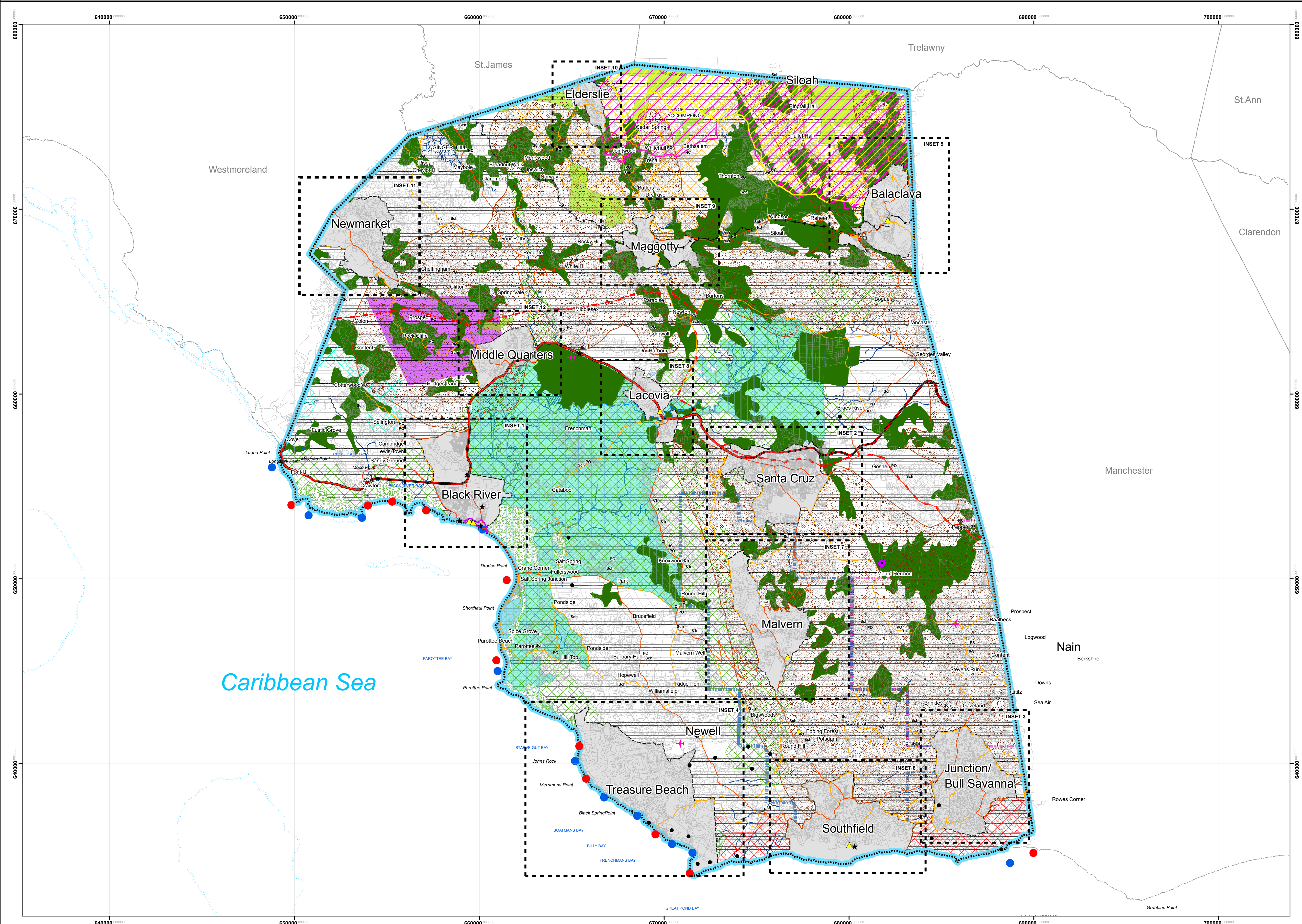
Dated at 10 Caledonia Avenue, Kingston 5, this 12th day of January, 2018.

DANVILLE WALKER, OJ, JP  
Chairman  
Town and Country Planning Authority.



# ST. ELIZABETH PARISH DEVELOPMENT ORDER AREA

## MAP 1



### LEGEND

- Proposed South Coast Highway
- Road Class A
- Road Class B
- Road Class C
- Railway
- River/Watercourse
- JPS Transmission Line(High Voltage)
- Bathing Beach
- Fishing Beach
- Historic Site/Monument
- Point Of Interest
- Cave
- Airstrip
- Landfill/Dump
- Black River Protected Historic District
- Parish Boundary
- Parcel Boundary
- St. Elizabeth Development Order Area Boundary
- Local Planning Area Boundary
- Reef
- Pond/Lake
- Proposed Protected Cockpit Country Boundary
- Cockpit Country Forest Reserve Extended Boundary
- Bird Sanctuary
- Bauxite Bearing Areas
- Forest Reserve
- Mangrove
- Agricultural Lands
- Negar Proposed Protected Area**
  - Black River Complex
  - Bluefield Whitehouse
  - Canoe Valley Lovers Leap
  - Cockpit Country Add-on
  - Protected Area
  - Special Exclusive Prospecting Licence
  - Current Special Mining Lease
  - Rural Development Area
  - Quarry Zone

### ABBREVIATIONS

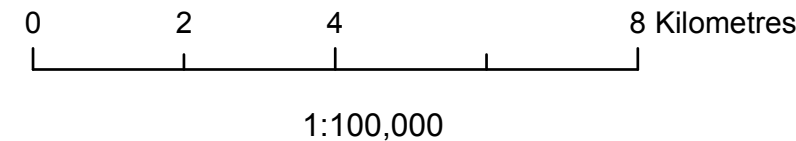
- |      |                |
|------|----------------|
| Ch   | Church         |
| HC   | Health Centre  |
| Lib  | Library        |
| PS   | Police Station |
| PO   | Post Office    |
| Sch  | School         |
| FS   | Fire Station   |
| Hosp | Hospital       |
| Mkt  | Market         |

The following policies apply throughout the St. Elizabeth Parish Development Order Area Map 1.

The numbers refer to policies in the text of the St. Elizabeth Parish Development Order.

### INDEX TO POLICIES

- Sectoral Policies**
- |   |                      |
|---|----------------------|
| Transportation and Traffic                        | SP T1 - SP T52       |
| Housing   | SP H1 - SP H19       |
| Conservation of the Natural And Built Environment | SP C1 - SP C36       |
| Rural Economy                                     | SP RE1 - SP RE20     |
| Urban Economy                                     | SP UE1 - SP UE23     |
| Mineral   | SP M1 - SP M16       |
| Tourism   | SP TO1 - SP TO12     |
| Waste Treatment and Disposal                      | SP WT1 - SP WT20     |
| Telecommunication                                 | SP TELE1 - SP TELE21 |
- General Development**
- |   |                 |
|---|-----------------|
| Undeveloped Coast                       | GD1 - GD63      |
| Developed and Partially Developed Coast | GD UC1 - GD UC4 |
| General Coastal Developed Coast         | GD DC1 - GD DC9 |
| Petrol and Oil Filling Station          | GD CD1 - GD CD9 |
| Control of Advertisement                | PF S1 - PF F6   |
| Rural Area Policies                     | CA1 - CA2       |
|   | RAP1 - RAP24    |



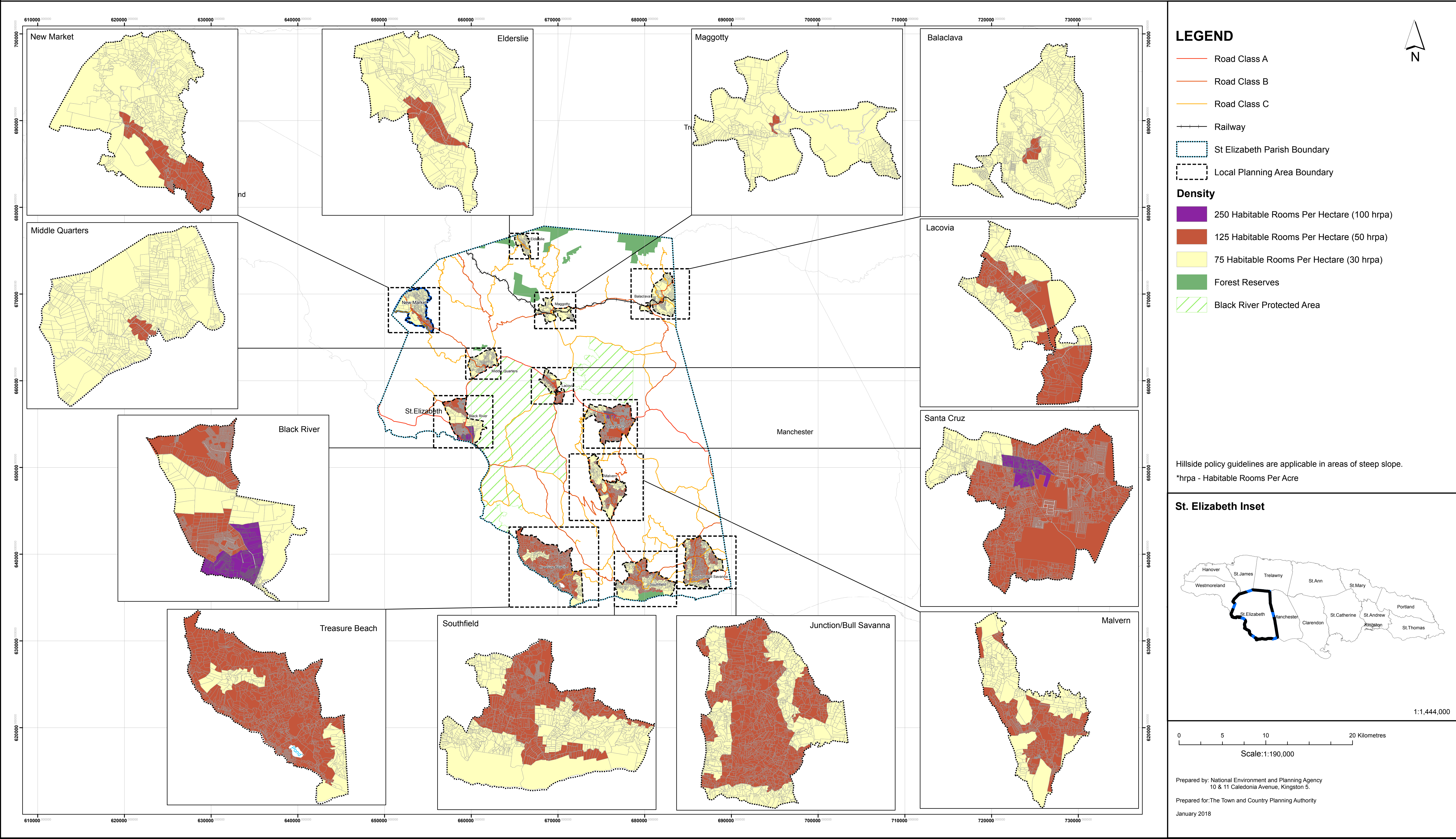
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Prepared for: The Town and Country Planning Authority  
January 2018



# ST ELIZABETH DEVELOPMENT ORDER

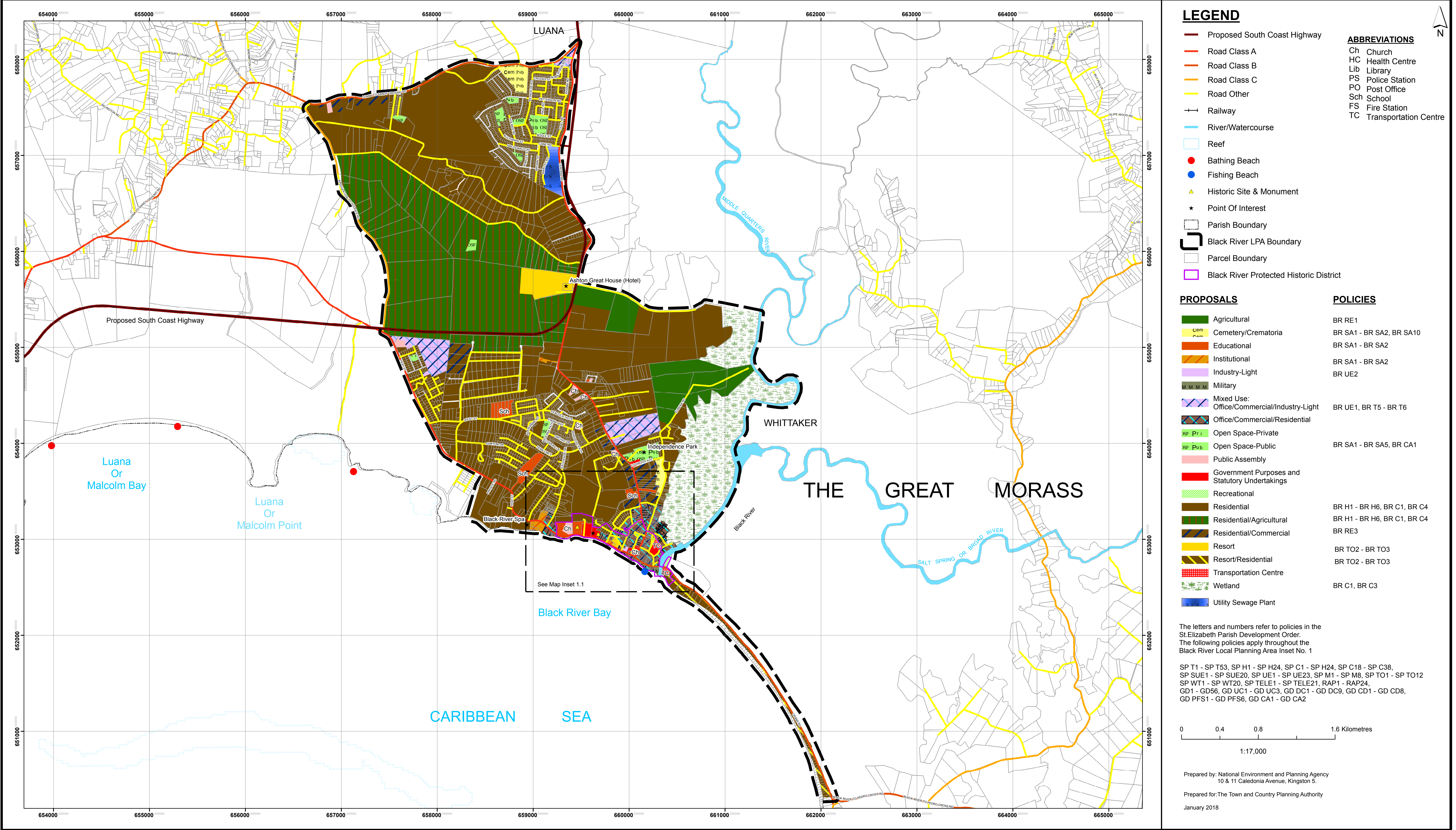
## DENSITY MAP (Map 2)





# ST. ELIZABETH PARISH DEVELOPMENT ORDER AREA

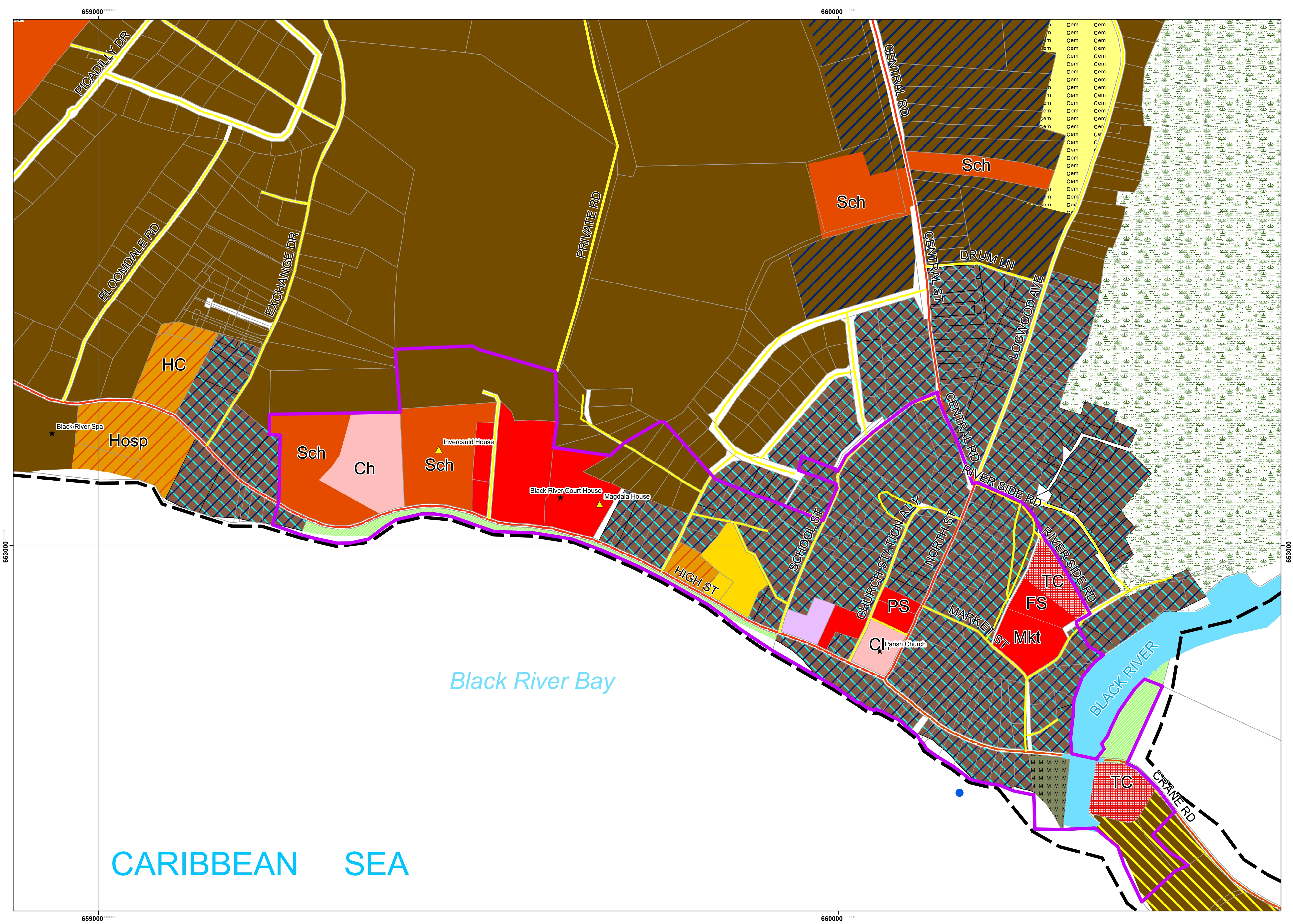
## BLACK RIVER LOCAL PLANNING AREA LAND USE PROPOSALS (Inset No. 1)





# ST. ELIZABETH PARISH DEVELOPMENT ORDER AREA

## BLACK RIVER LOCAL PLANNING AREA LAND USE PROPOSALS (Inset No. 1.1)



### LEGEND

- Road Class A
- Road Class B
- Road Class C
- Road Other
- River/Watercourse
- Bathing Beach
- Fishing Beach
- Historic Site & Monument
- Point Of Interest
- Black River Protected Historic District
- Parcel Boundary
- Black River LPA Boundary

### ABBREVIATIONS

Ch	Church
HC	Health Centre
Lib	Library
PS	Police Station
PO	Post Office
Sch	School
FS	Fire Station
TC	Transportation Centre

### PROPOSALS

- Agricultural
- Cemetery/Crematoria
- Educational
- Institutional
- Industrial-Light
- Military
- Mixed Use: Office/Commercial/Industry-Light
- Mixed Use: Office/Commercial/Residential
- Open Space-Private
- Open Space-Public
- Public Assembly
- Government Purpose and Statutory Undertakings
- Recreational
- Residential
- Residential/Agricultural
- Residential/Commercial
- Resort
- Resort/Residential
- Transportation Centre
- Wetland
- Utility Sewage Plant

### POLICIES

BR RE1
BR SA1 - BR SA2, BR SA10
BR SA1 - BR SA2
BR SA1 - BR SA2
BR UE2
BR UE1, BR T5 - BR T6
BR SA1 - BR SA5, BR CA1
BR H1 - BR H6, BR C1, BR C4
BR H1 - BR H6, BR C1, BR C4
BR RE3
BR TO2 - BR TO3
BR TO2 - BR TO3
BR C1, BR C3

The letters and numbers refer to policies in the St.Elizabeth Parish Development Order.  
The following policies apply throughout the Black River Local Planning Area Inset No. 1.1

SP T1 - SP T53, SP H1 - SP H24, SP C1 - SP H24, SP C18 - SP C38, SP SUE1 - SP SUE20, SP UE1 - SP UE23, SP M1 - SP M8, SP TO1 - SP TO12, SP WT1 - SP WT20, SP TELE1 - SP TELE21, RAP1 - RAP24, GD1 - GD56, GD UC1 - GD UC3, GD DC1 - GD DC9, GD CD1 - GD CD8, GD PFS1 - GD PFS6, GD CA1 - GD CA2

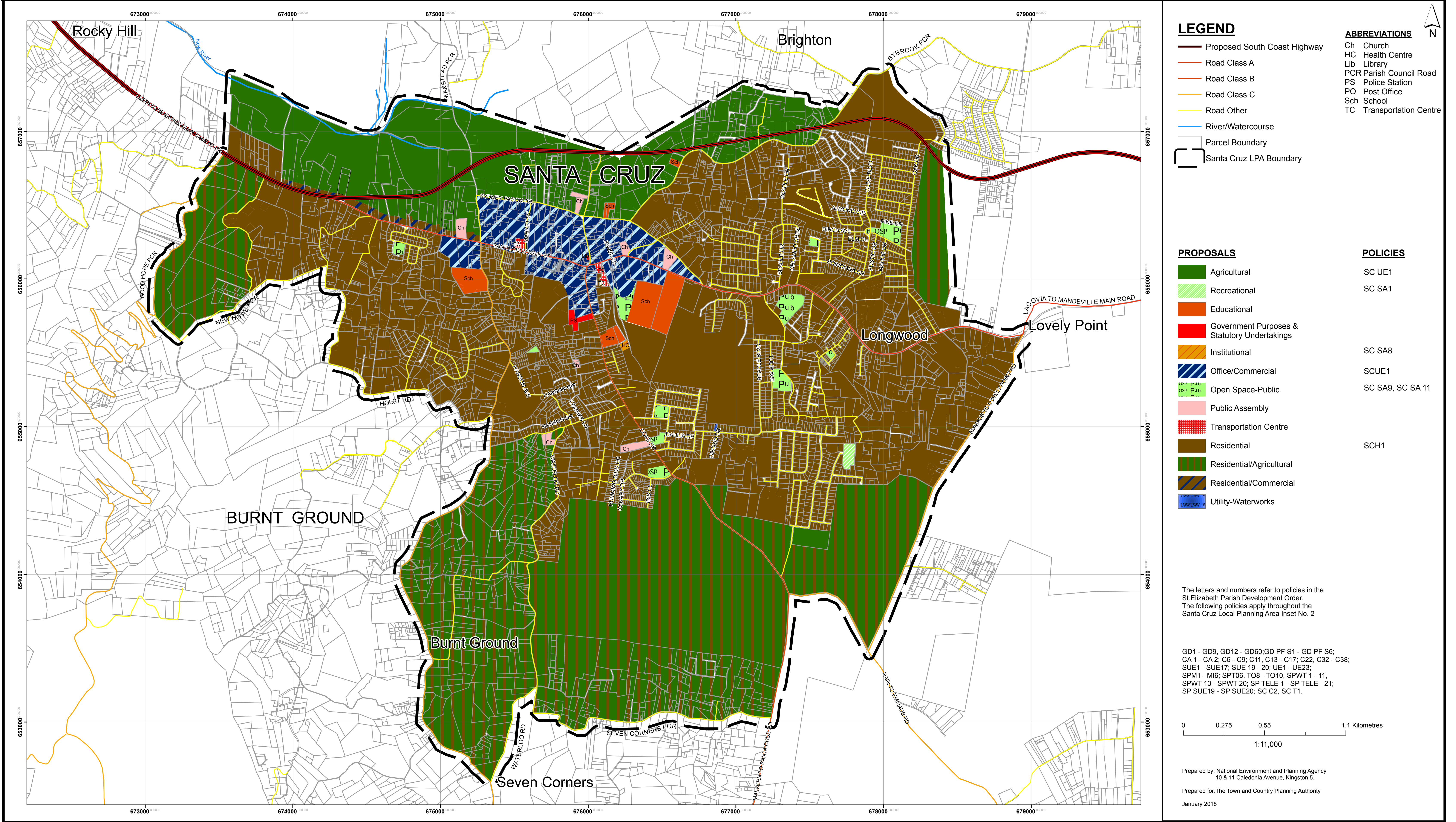
0 0.05 0.1 0.2 Kilometre  
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January 2018



# ST. ELIZABETH PARISH DEVELOPMENT ORDER AREA

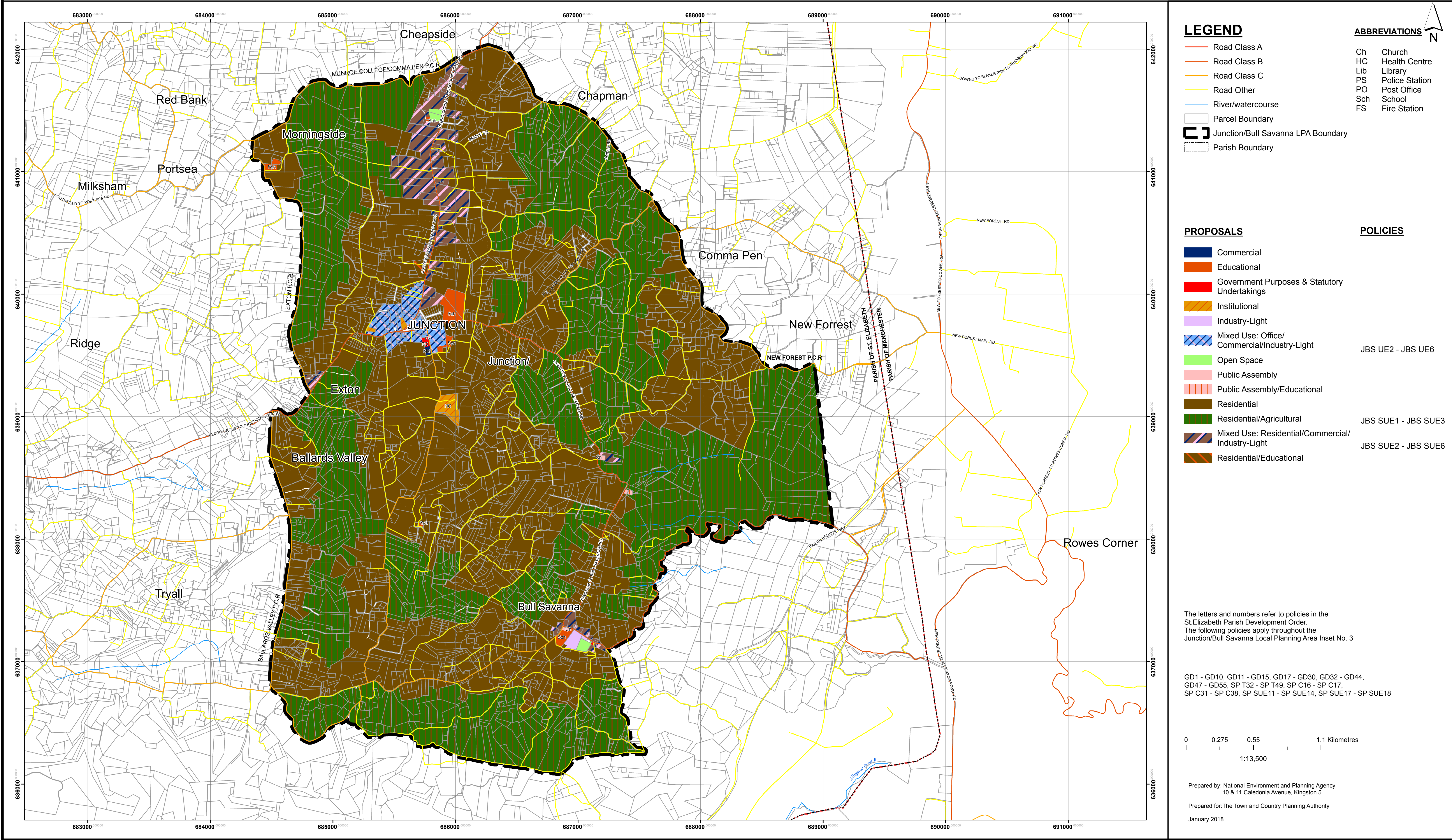
## SANTA CRUZ LOCAL PLANNING AREA LAND USE PROPOSALS (Inset No. 2)





# ST. ELIZABETH PARISH DEVELOPMENT ORDER AREA

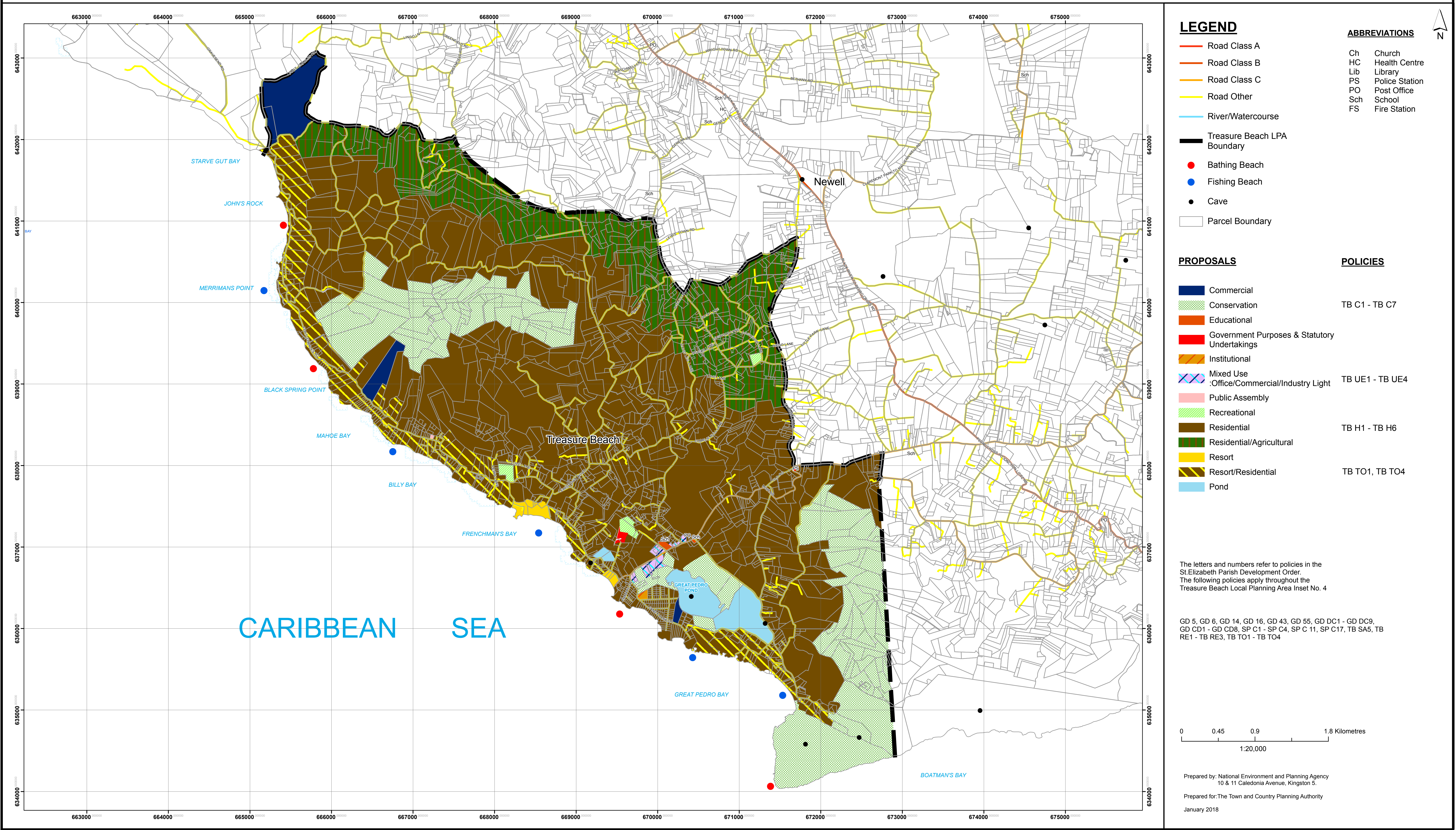
## JUNCTION/BULL SAVANNA LOCAL PLANNING AREA LAND USE PROPOSALS (Inset No. 3)





# ST. ELIZABETH PARISH DEVELOPMENT ORDER AREA

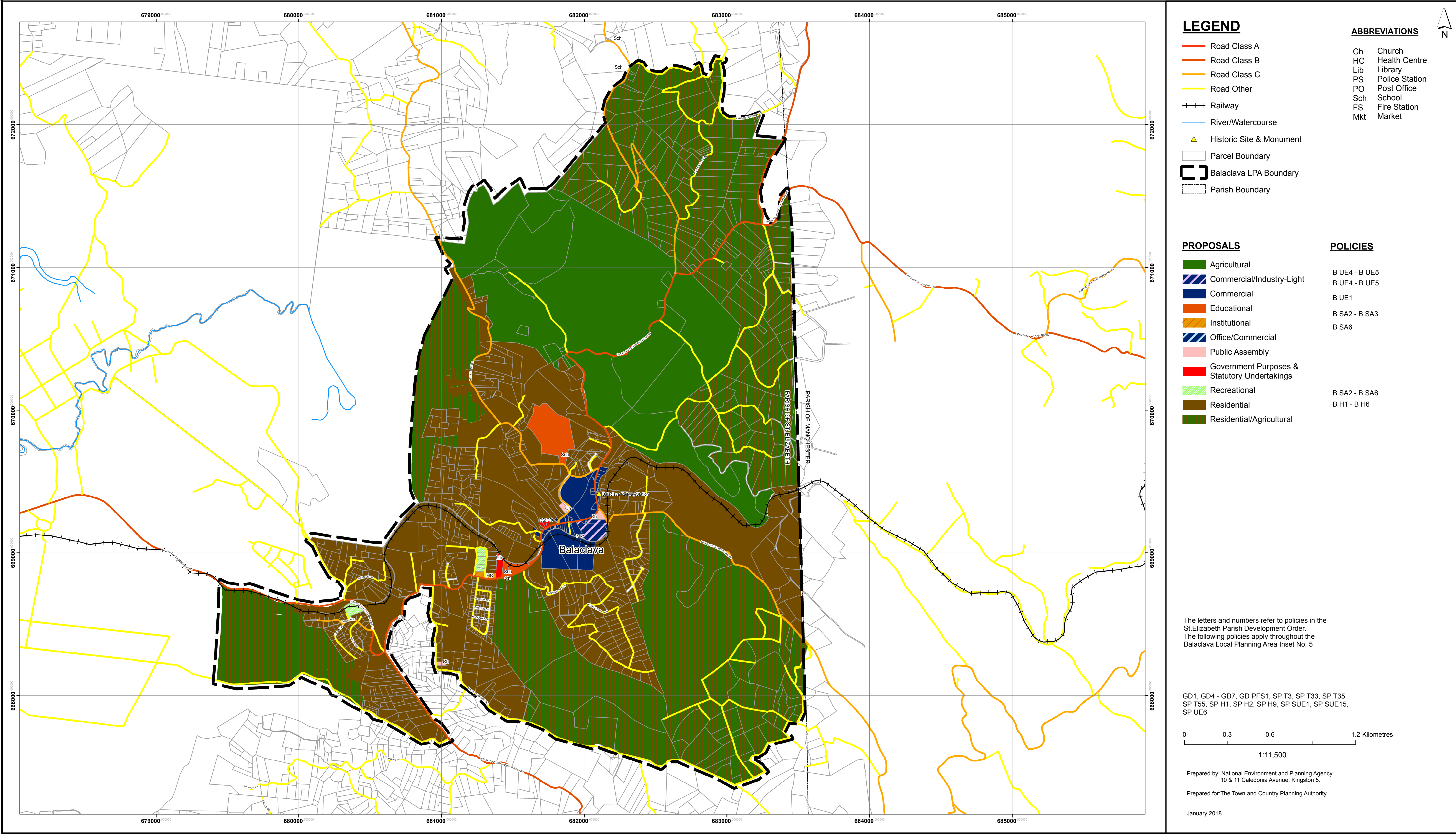
## TREASURE BEACH LOCAL PLANNING AREA LAND USE PROPOSALS (Inset No. 4)





# ST. ELIZABETH PARISH DEVELOPMENT ORDER AREA

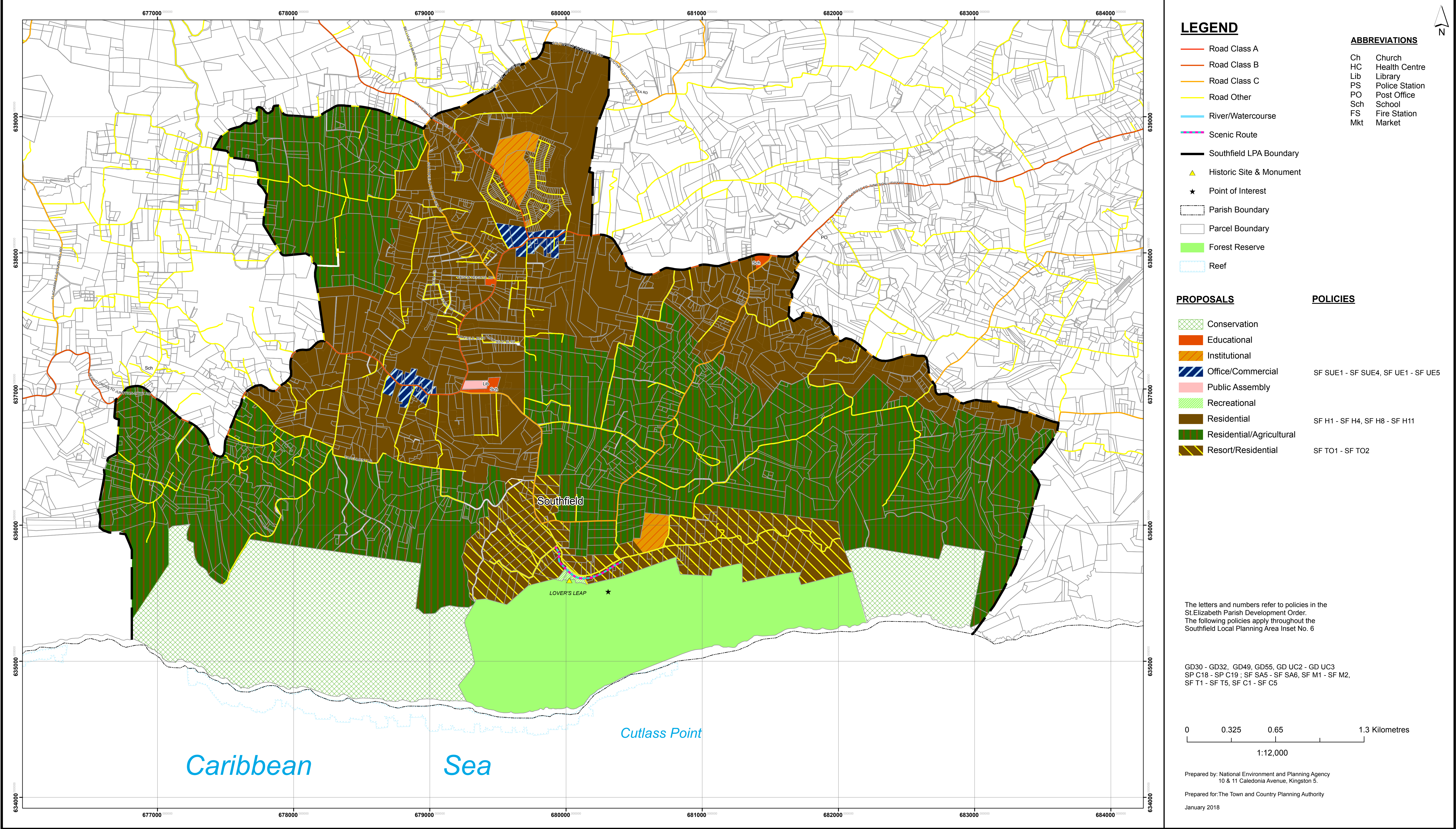
## BALACLAVA LOCAL PLANNING AREA LAND USE PROPOSALS (Inset No. 5)





# ST. ELIZABETH PARISH DEVELOPMENT ORDER AREA

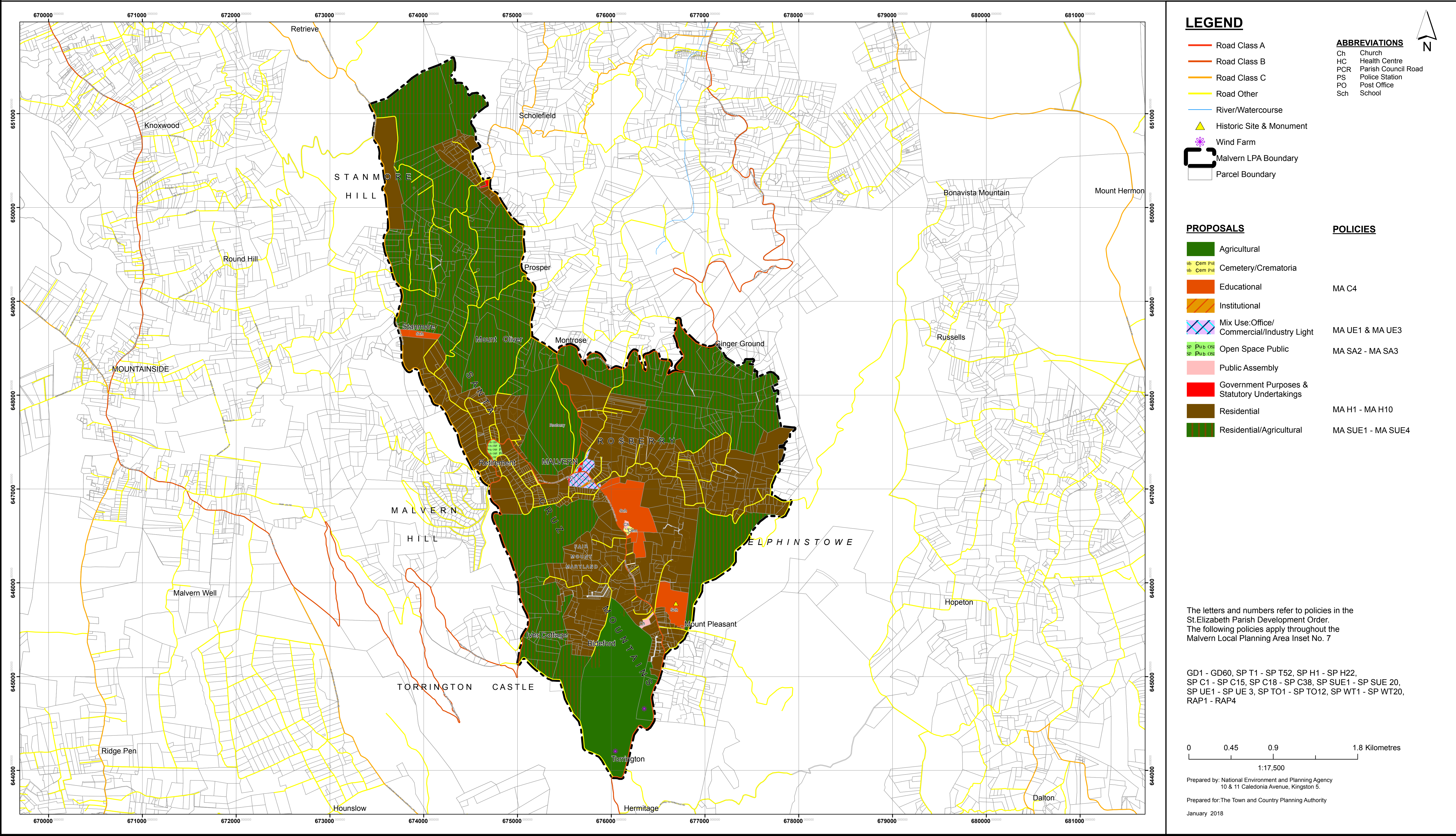
## SOUTHFIELD LOCAL PLANNING AREA LAND USE PROPOSALS (Inset No. 6)





# ST. ELIZABETH PARISH DEVELOPMENT ORDER AREA

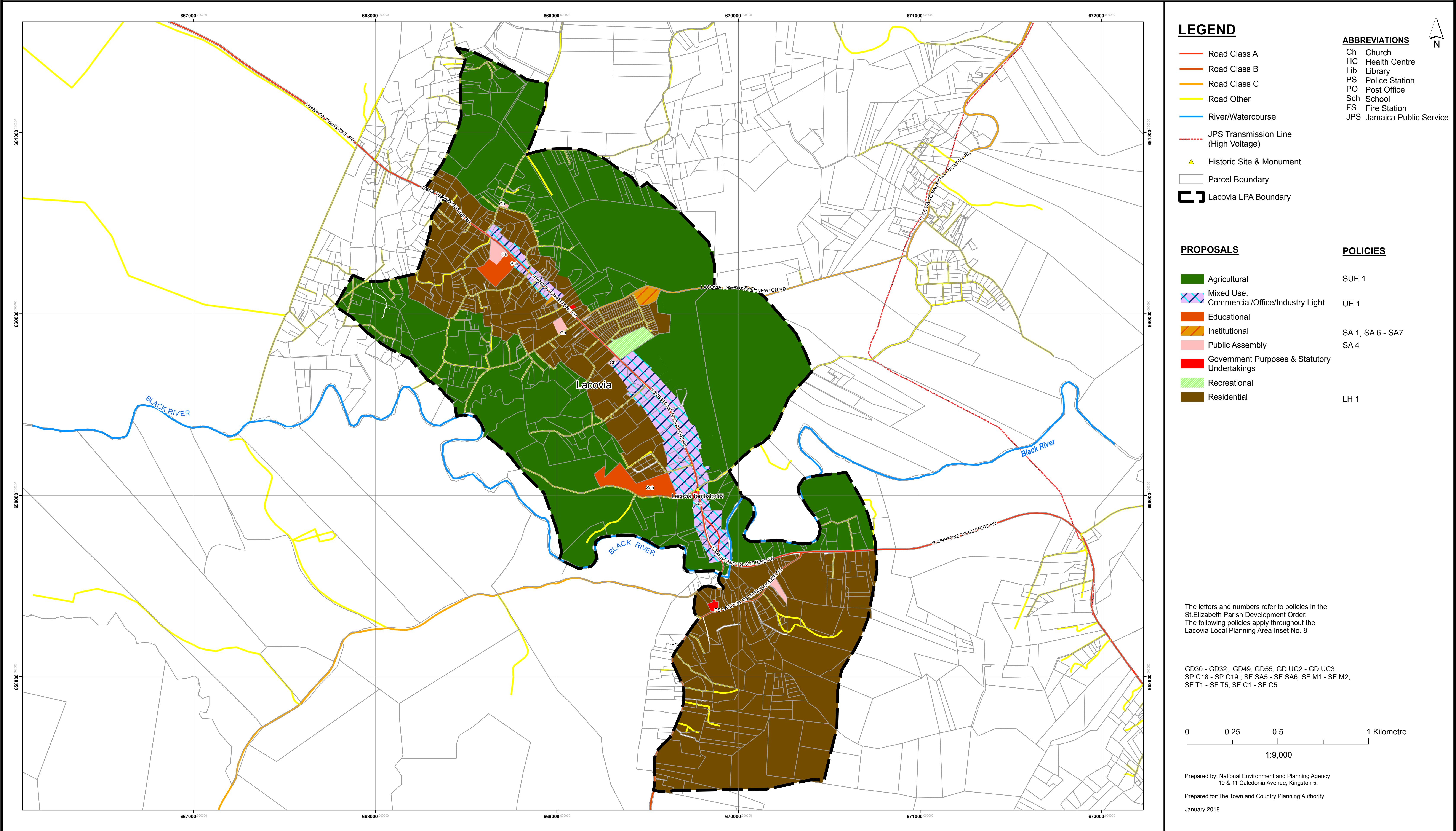
## MALVERN LOCAL PLANNING AREA LAND USE PROPOSALS (Inset No. 7)





# ST. ELIZABETH PARISH DEVELOPMENT ORDER AREA

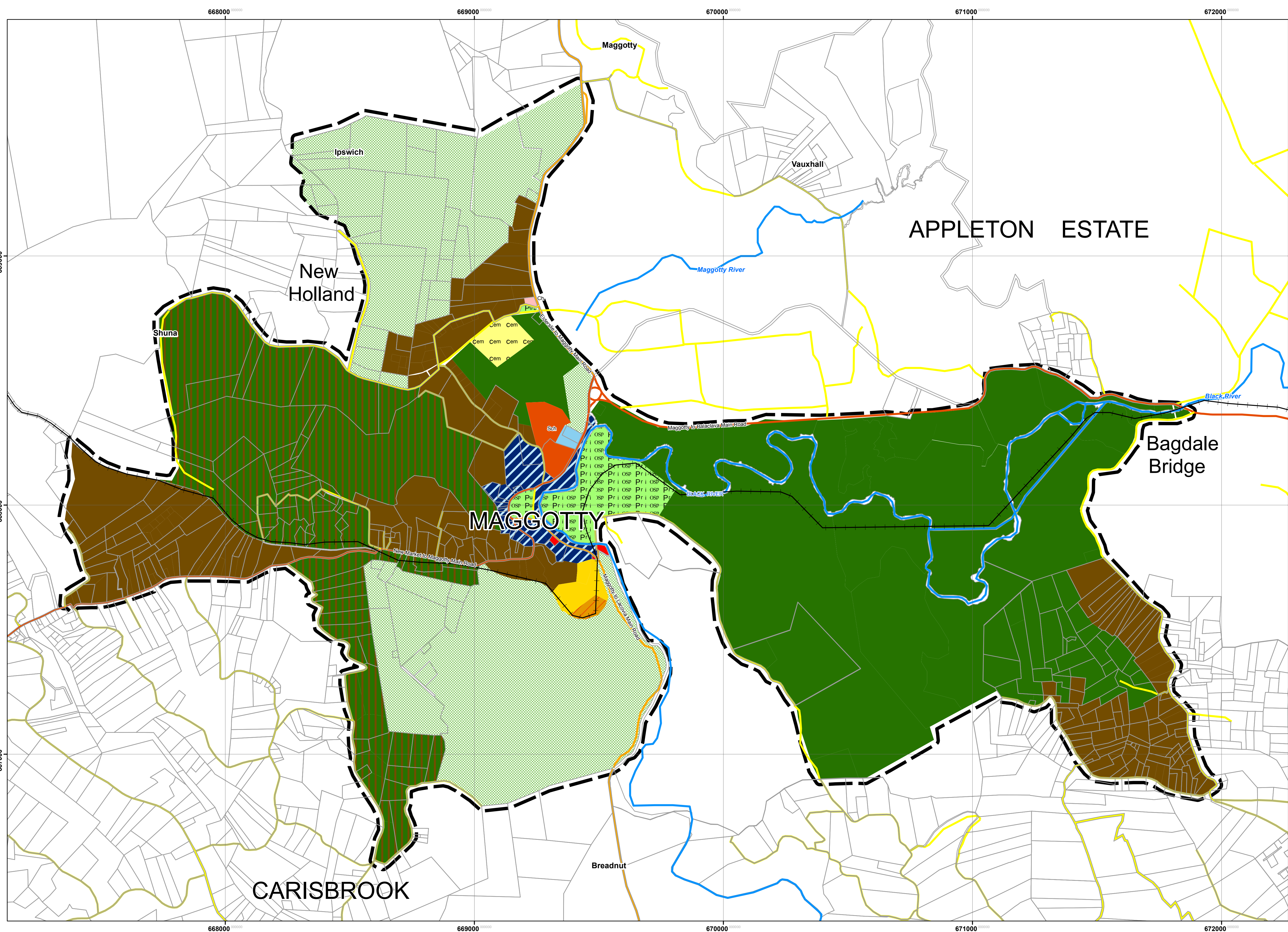
## LACOVIA LOCAL PLANNING AREA LAND USE PROPOSALS (Inset No. 8)





# ST. ELIZABETH PARISH DEVELOPMENT ORDER AREA

## MAGGOTTY LOCAL PLANNING AREA LAND USE PROPOSALS (Inset No. 9)



### LEGEND

- Road Class A
- Road Class B
- Road Class C
- Road Other
- Railway
- River/Watercourse
- Parcel Boundary
- Maggotty LPA Boundary

### ABBREVIATIONS

- |     |                |
|-----|----------------|
| Ch  | Church         |
| HC  | Health Centre  |
| Lib | Library        |
| PS  | Police Station |
| PO  | Post Office    |
| Sch | School         |
| FS  | Fire Station   |

### PROPOSALS

- Agricultural
- Cemetery/Crematoria
- Commercial/Office
- Conservation
- Educational
- Government Purposes & Statutory Undertakings
- Institutional
- Office
- Open Space Private
- Open Space Public
- Public Assembly
- Residential
- Residential/Agricultural
- Resort

### POLICIES

- MG SUE1 - MG SUE4
- MG UE1 - MG SUE4
- MG SA2 - MG SA4
- MG SA7 - MG SA9
- MG SA4 - MG SA
- MG SA5 - MG SA6
- MG SA9
- MG H1 - MG H5

The letters and numbers refer to policies in the St.Elizabeth Parish Development Order. The following policies apply throughout the Maggotty Local Planning Area Inset No. 9

GD 5 GD7, GD PFS1, SP T3, SP T33, SP T35, SP H1, SP H12 - SP H13, SP C16, SP RE1, SP RE15, SP UE6, SP WT1, SP WT3, RAP1 - RAP3, RAP 11, RAP26 - RAP27

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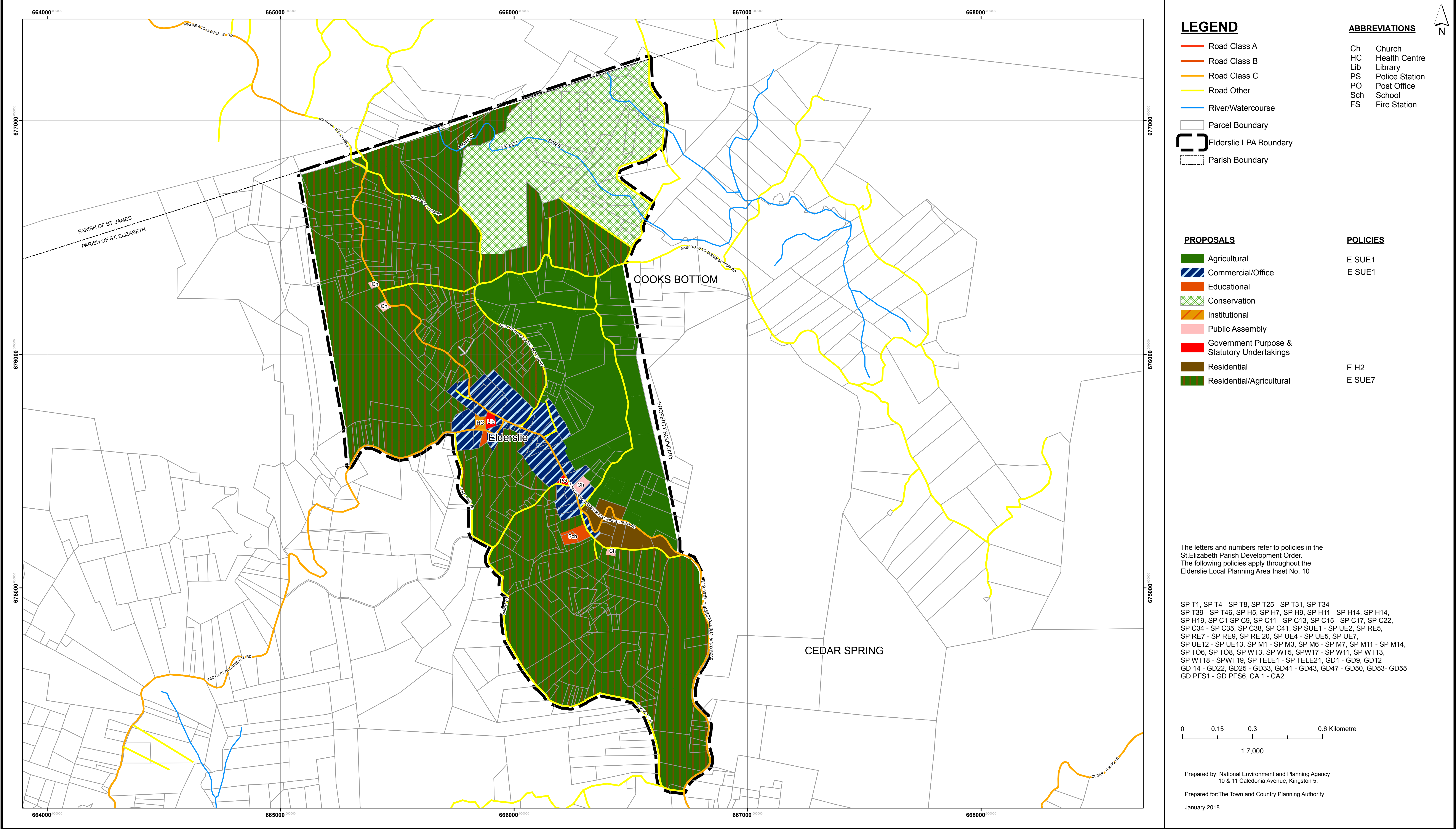
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January 2018



# ST. ELIZABETH PARISH DEVELOPMENT ORDER AREA

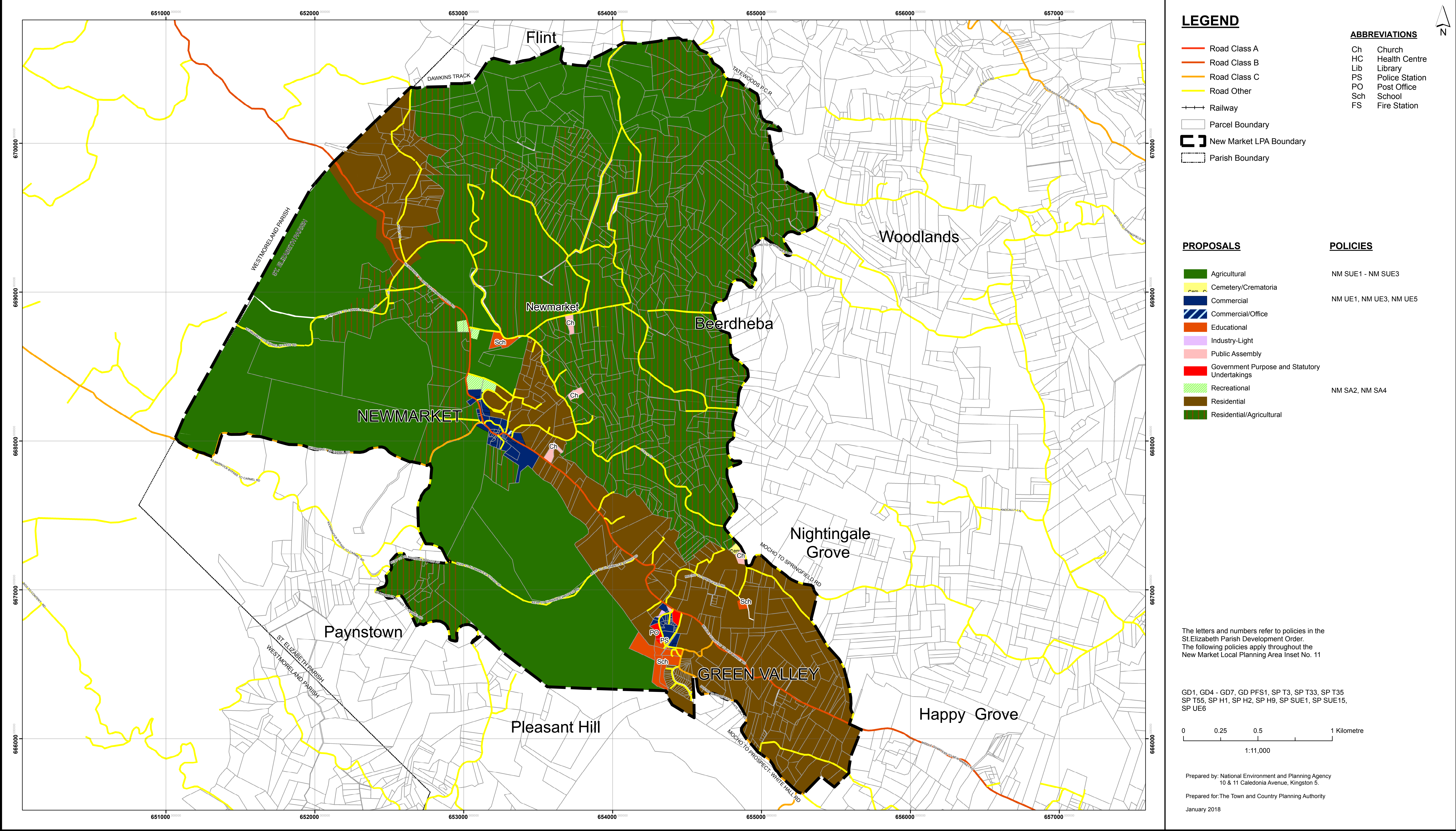
## ELDERSLIE LOCAL PLANNING AREA LAND USE PROPOSALS (Inset No. 10)





# ST. ELIZABETH PARISH DEVELOPMENT ORDER AREA

## NEW MARKET LOCAL PLANNING AREA LAND USE PROPOSALS (Inset No. 11)





# ST. ELIZABETH PARISH DEVELOPMENT ORDER AREA

## MIDDLE QUARTERS LOCAL PLANNING AREA LAND USE PROPOSALS (Inset No. 12)

