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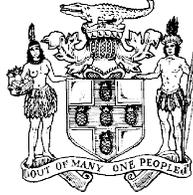
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THE
JAMAICA GAZETTE
SUPPLEMENT

PROCLAMATIONS, RULES AND REGULATIONS

664¹A

Vol. CXL

THURSDAY, JUNE 29, 2017

No. 50¹A

No. 119¹A

THE TOWN AND COUNTRY PLANNING ACT

THE TOWN AND COUNTRY PLANNING (CLARENDON PARISH) PROVISIONAL
DEVELOPMENT ORDER, 2017

Citation, Interpretation and General Regulations

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 Clarendon Municipal Corporation:—

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

Citation. 1. This Order may be cited as the Town and Country Planning (Clarendon) Provisional Development Order, 2017.

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

	“the Authority” has the meaning assigned to it by section 2 of the Act;
	“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 <i>Telecommunications Act</i> and the <i>Broadcasting and Radio Re-Diffusion Act</i> ;
	“building” in relation to outline permission, does not include plant or machinery or a structure or erection of the nature of plant or machinery;
Part I. First Schedule.	“Clarendon” means the area specified in Part I of the First Schedule;
	“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;
Part I. First Schedule.	“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;
	“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;
Part II. First Schedule.	“local planning areas” means the areas specified in Part II of the First Schedule;

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

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

“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 *Jamaica National Heritage Trust 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 Clarendon. |
| Designation of Clarendon development order areas. | 4. The parish of Clarendon is designated as a Development Order Area for the purposes of the Act and the areas specified in Part II of the First Schedule are designated as local planning areas for the purpose of this Order. |
| First Schedule. | |
| Use Classes. | 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. |
| Second Schedule. | (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. |

(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
development.

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.

Third Schedule.	<p>(2) Nothing in this paragraph or in the Third Schedule shall operate so as to permit—</p> <p>(a) any development contrary to any condition imposed in a permission granted under Part III of the Act;</p> <p>(b) any development in relation to any national monument and protected national heritage;</p> <p>(c) any development within a preservation scheme;</p> <p>(d) any development in any area designated as a national park or protected area under section 5 of the <i>Natural Resources Conservation Authority Act</i>; or</p> <p>(e) development in any area designated as a quarry zone under the <i>Quarries Control Act</i>.</p>
Grant of refusal of planning permission. Form A. Fourth Schedule.	<p>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.</p> <p>(2) The local planning authority may, upon considering the application for planning permission—</p> <p>(a) grant planning permission;</p> <p>(b) grant planning permission subject to conditions;</p> <p>(c) refuse to grant planning permission.</p>
Prohibition of develop- ment.	<p>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.</p> <p>(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.</p>
Outlining planning permission. Form A. Fourth Schedule.	<p>10.—(1) Where an applicant so desires, an application for outline planning permission may be made for permission to erect a building.</p> <p>(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.</p>

(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 determination 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.

Form A. Fourth Schedule.

(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.

(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 determination.

13.—(1) Except where otherwise provided, the period within which the local planning authority shall give notice to an applicant of its decision or determination shall be three months from the date of application or 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.

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

Appendix 4.
Fifth
Schedule.

- (d) with the Jamaica National Heritage Trust where the land to be developed is situated within 91 metres of a national monument or protected national heritage and land within a preservation scheme or to sites listed in Appendix 4 of the Fifth Schedule;
- (e) with the Natural Resources Conservation Authority where—
 - (i) the development is occurring on land situated in a coastal zone, in or adjacent to ecologically sensitive areas, in or adjacent to conservation areas or national parks, or near rivers, streams or other water bodies;
 - (ii) the development is subject to an environmental statement 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;

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- (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 3km 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.

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).

Registrar of applications.

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—

- (i) 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;
- (ii) particulars of any direction given under the Act or this Order in respect of the application;
- (iii) the decision, or determination, if any, of the local planning authority in respect of the application, and the date of the decision or determination.
- (iv) the date and effect of any decision, or determination, of the Minister on appeal, in respect of the application;
- (v) 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 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 11 of this Order to the local planning authority for approval.

Computation of Compensations.

(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.

Matters to be dealt with by development orders.

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.

Fifth Schedule.

Revocation.

24. Subject to paragraph 25, the Town and Country Planning (Clarendon Parish Confirmed Development Order, 1982, and the Town and Country Planning Petrol Filling Station—(Clarendon Parish) Development Order, 1964, are revoked.

Savings.

25. Notwithstanding the revocation of the Orders referred to in paragraph 24 any permission granted pursuant to those Orders which had effect immediately before the coming into operation of this Order, shall until the permission is revoked, continue to have effect as if granted pursuant to this Order.

FIRST SCHEDULE

(Paragraph 2 and 4)

PART I

Clarendon Development Order Area

Starting at a point north of Silent Hill, where Trelawny, Manchester, St. Ann and Clarendon parish boundaries meet at a common point. Then south-easterly along the Manchester parish boundary to Whitney Turn; then continuing in a south easterly direction along the Milk River to a point where the Milk River turns due east; from this point still in a south easterly direction to where it touches the Toll Gate to Rest main road, thence along this main road to Pass Side; thence from this point in a south westerly direction to the road from Milk Pen to Gods Well; thence southerly to the Alligator Hole River; thence southerly along the Alligator Hole River to the sea coast; thence in a straight line to the territorial boundary; thence along the territorial boundary to a point directly opposite Pigeon Island; thence in a straight line to Pigeon Island; thence north westerly to a point where Bowers River intersect the coast including all offshore islands cays and man-made and natural accretions within the territorial water; thence northerly along the Bowers River and the western boundary of the parish of St. Catherine through the village of Free Town to Planters Hall; thence in a northerly direction along the road from Planters Hall to Bellas Gate; thence in a north westerly direction along the western boundary of the parish of St. Catherine to a point where the St. Ann/St. Catherine parish boundary meet at Pedro River Village and thence in a westerly direction along the southern boundary of the parish of St. Ann along the course of Cave River to Borobridge, thence along the course of the Yankee River to the starting point at Silent Hill.

PART II

LOCAL PLANNING AREAS IN CLARENDON DEVELOPMENT
ORDER AREA*May Pen Local Planning Area*

From the point where the Lionel Town/May Pen Main Road meets the New Bowens Boulevard; northerly and along this main road to where it meets Highway 2000; westerly and along this Highway to where it intersects the Parnassus to Curatoe Hill secondary road; thence westerly and along this secondary road to where it meets the Tony Pasture Track leading to the Rio Minho; thence westerly and along this track, crossing the Rio Minho, to meet a tributary of the Rio Minho; thence southerly along this tributary for approximately 900m and then south westerly in a straight line, crossing the Four Paths to Parnassus Secondary Road, to a point where it meets the railway line approximately 1,380m north of the intersection of the railway line and the Race Course to Parnassus secondary road; thence northerly and north-westerly and along the railway line to meet the Fowl Basket Road at Ballards Content; south-westerly along Fowl Basket Road to where it meets Content Street; thence north-westerly and then

FIRST SCHEDULE, *contd.*

north-easterly and along Content Street through Content Village to where it meets the Four Paths to Parnassus secondary road; thence north-westerly along this road to where it meets the St. Annes Gully at a bridge near the overhead pass; thence south westerly and along the gully to where it meets Gervian Drive; thence north westerly along Gervian Drive to where it intersects with May Pen to Porus main road; thence northerly and along Sunset Crescent to meet the Four Paths to Mocho secondary road near the railway crossing; thence north-westerly and along the Four Paths to Mocho secondary road to where it meets a private road leading to Goshen Heights in Goshen Square; thence south easterly along this private road to where it ends at Mall Hole and a track leading to Lane Road in Pleasant Valley; thence north easterly and along this track through woodlands to where it meets Lane Road in Pleasant Valley; thence north westerly and along Lane Road to where it meet Lois Newman's premises; thence south easterly from this point in a straight line to meet the northern boundary of Lena Bennett's premises on the Pleasant Valley P.C.R.; thence north westerly along Pleasant Valley P.C.R. to the southern boundaries of Dawkins, Smokey Hole and Teak Pen (about 0.04 km) from the Pleasant Valley Square); thence south easterly and north easterly and along these boundaries to where it meets the Pennant Wood P.C.R (track); thence north easterly from this point in a straight line to where it intersects with the May Pen to Chapleton main road and the Longville P.C.R. near Mile Posts No.28 at Soursop Turn; thence south easterly and along Longville P.C.R. crossing the Sevens Fording to meet the Rio Minho; thence south-westerly and along the Rio Minho River to where the May Pen to Rock River secondary road intersects with the Chandler's Pen Road and Leiba's Dairy Farm; thence southerly and along the Chandlers Pen Road to meet Chateau Road at the Basic School; thence south westerly along Chateau Road to where it meets Slippery Rock Road; thence southerly and along this road to where it meets Rosewell P.C.R; thence south easterly along this P.C.R for a short distance to where it meets PC No. 117 leading to Macoy Corner on the May Pen to Old Harbour main road; thence south-westerly and along this main road to where it meets the Old May Pen to Old Harbour main road; thence south-easterly along the old main road to where it meets the Shutes Gully; south-easterly along this gully to where it meets a branch of the Shutes Gully leading to the railway line; thence south westerly along this branch of the gully to meet the railway line; thence north westerly and south westerly along the railway line to where it meets Hunts Pen Road; thence north-westerly and south-westerly along this road to where it meets New Bowens Boulevard; thence south-westerly along New Bowens Boulevard to the starting point.

Hayes Local Planning Area

Starting from a point where Quabnos Road meets the Rio Minho; then northerly along the Rio Minho to point west of Palm Avenue; thence easterly from this point in a straight line to meet Palm Avenue: thence northerly along the

FIRST SCHEDULE, *contd.*

parcel boundary to the rear; thence in a straight line to meet Hollywood Drive; continue south easterly and along Hollywood Drive to meet the Cotton Tree Gully; thence in a north easterly to the southwest boundary of the Vere Technical High School; thence north westerly and north easterly along this boundary to meet a point on the Gully; thence northerly along the Gully to meet the Dry River PCR; thence south easterly along the P.C.R to where it meets the May Pen to Lionel Town Main Road; thence northerly along this main road to where it meets White Marl Road; thence north-easterly along this road to where it becomes a dirt road at standpipe and the Rowe' premises; then north easterly along this dirt road to where the railway line and beyond to the foothills to where the sixty (60) feet contour line meets the P.C.R; thence southerly along the parcel boundary of the Land Settlement; thence south easterly along the railway line to where it meets the Land Settlement road; thence north-westerly and then south-westerly along this land settlement road to where it meets the old Dawkins Pen to Hayes secondary road; thence north-westerly along this old secondary road, crossing the May Pen to Lionel Town main road to meet the Caswell Hill P.C.R; thence north-westerly along this P.C.R to where it crosses the Cotton Tree Gully then northwesterly along the Cotton Tree Gully to where it crosses the Quabnos Road; thence north westerly along Quabnos Road to where it meets the Rio Minho at the starting point.

Toll Gate/Osbourne Store Local Planning Area

From the point where the Clarendon/Manchester parish boundary meets the May Pen to Porus Main Road; thence easterly at angle of 59.7964° to meet highway 2000; thence south-easterly and along this highway to where it meets the railway line in Clarendon Park; thence north easterly and along this railway line to where it meets a track at the Bell Plain Well No. 2; thence south-easterly along this track to where it meets a bridle road; thence south easterly along this bridle road to where it meet the May Pen to Porus Main Road; thence southerly in a straight line to where it meets a tributary of the Milk River; thence south-westerly along this tributary to where it meets the Rhymesbury Gully at a standpipe; thence south-westerly along this gully and along a drain to where it meets the Ebony Park PCR; thence south easterly along this PCR for approximately 620m; thence westerly in a straight line to meet the Milk River; thence northerly along this river to where it meet Duke Street; thence north easterly along Duke Street for approximately 1690m; thence westerly in a straight line for approximately 200m; thence northerly in a straight line to the most southern property boundary of the Toll Gate New Testament Church; thence south-westerly in a straight line to meet the Toll Gate to Rest Main Road; thence north-westerly in a straight line to meet the Milk River; thence northerly and along the Milk River to the starting point.

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

From the point where the Chapelton/May Pen Main Road meets Scott Pen Road; thence south-westerly and along Scott Pen Road to where it meets Post Road; thence north-westerly along Post Road to where it meets Ashley Road; thence south-westerly and along Ashley Road to meet Fork Hill Road; thence north-westerly along Fork Hill Road to and along Fork Hill Track to where it meets New Ground P.C.R.; thence south-westerly along this P.C.R. to where it meets a track; thence north-westerly and along this track to where it meets the Thompson Town to Summerfield secondary road; thence north easterly and along the Thompson Town/Summerfield secondary road to where it meets the Frankfield/Chapelton Main Road; thence southeasterly along this main road to where it meets the Arthurs Seat/Danks secondary road; north-easterly and along Authurs Seat/Danks secondary road to where it meets Danks Property Track; thence south easterly and along this property track to where it meets a track leading to Lufeith Avenue; southerly and along Lufeith Avenue to where it meets Thomas Boulevard; thence south-easterly along Thomas Boulevard to where it meets track leading to Wire Pasture Road; thence south-westerly and along the Wire Pasture Road to meet Danks/Suttons secondary road; thence south-easterly and along the Danks to Suttons secondary road to where it meets a track leading to Dr. Anderson's Road; thence south-westerly along this track to Dr. Anderson's Road; thence south-westerly and along this road to where it meets the Chapelton/May Pen Main Road; thence south-easterly along this main road to where it meets Scott Pen Road at the starting point.

Lionel Town Local Planning Area

From the point where the Lionel Town to May Pen Main Road meets a haulage road; thence easterly and along this road for approximately 800m; thence southerly in a straight line to and along the eastern boundary of the Lionel Town Housing Scheme to meet a haulage road; thence westerly along this haulage road for approximately 1100m; thence westerly in a straight line to meet a haulage road which is approximately 370m from where the Mitchell Town Road and the Brokenbank to Lionel Town Main Road intersect; thence south-westerly along this main road to where it meets a private road running through Moneymusk; thence north-westerly and along this private road to where it meets the Amity Hall to Perrins PCR; thence north-easterly and along this PCR to where it meets a haulage road; thence south-easterly along this road to the starting point.

Frankfield Local Planning Area

From the point where the Guinea Corn to John's Hall Road meets the God Hill Road; northerly along the God Hill Road to where Mahoe River crosses it; thence north-easterly along the Peckham River to meet the Rio Minho; thence

FIRST SCHEDULE, *contd.*

easterly, south-easterly along the Mahoe River to where it meets Bottom Desire Track; thence north-easterly for approximately 400m along Bottom Desire Track; thence south-easterly in a straight line from this track crossing the Cow Pen PCR to where the Lime Klim Road meets Vaughn's Field PCR; thence easterly in a straight line to meet a tributary of the Green River; thence southerly along this tributary to where it meets the main channel of the Green River; thence southerly along Green River to where it crosses the Frankfield to Chapelton Main Road; thence south westerly in a straight line from the Frankfield to Chapelton Main Road to where it meets the railway line; thence north-westerly along the railway line to where it crosses the Pinnock Hall Gully; thence south-westerly along this gully to where it meets a track (property boundary) then meanders north-westerly to where it meets the Smithville to Frankfield secondary road; south-westerly along the Smithville secondary road to where it meets a track at Dotty Wright's premises; thence north-westerly and along this track crossing a river to where it meets the Andrew Hill Road at Pastor Dixon's and Deuces premises; thence north-easterly and in a straight line from this boundary to where it meets the Edwin Allen High School boundary; thence north-westerly and along the school property boundary to where it meets a track (Binn's property boundary) at Allan's premises; north-westerly along this track (property boundary) crossing the Rio Minho to meet the Spalding to Frankfield Main Road near Johns Hall entrance; thence south-easterly and along this road to meet the Johns Hall Road; northerly along this road to starting point.

Spaulding Local Planning Area

From the point where the Santa Hill P.C.R meets the Spaldings to Borobridge main road; north-easterly and along the main road to where it meets the Breezy Gully at Bishop Brown and Willie Johnson's premises; thence north-easterly and south-easterly along the Breezy Gully to meet the White Rock River; thence south-westerly along the White Rock River to where it meets a track leading to the Spaldings to Frankfield Main Road; south-easterly along this track to meet the Spaldings to Frankfield Main Road; thence south-westerly and along this main road to where it meets the Bryans Land P.C.R at Lascelle Smith's upstairs shop; thence southerly and south-easterly along this P.C.R to where it meets a track at the Church of God in Christ; thence south-easterly and along this track to meet the Clarendon to Manchester parish boundary; thence north-westerly along the parish boundary to where it meets the northern boundary of Mr. Kirby's property; thence westerly along this property boundary to meet Knox PCR; thence north-westerly along Knox PCR to where it meets a back road leading to the parish boundary; thence south-westerly along this back road to where it meets the Clarendon to Manchester parish boundary at a deep corner between a stonewall and a big cotton tree; thence north-westerly along the parish boundary to meet the Santa Hill Track; thence south-easterly along the Santa Hill Track to and along the Santa Hill P.C.R to the starting point.

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

From the point where the Kellits to Colonels Ridge secondary road crosses the Bull Head River at a bridge; thence south-westerly and along the Bullhead River to where it meets Betty Gully in woodlands; thence northerly and along this gully to meet a track leading to the Sandy River to Kellits secondary road (Shooter Main Road); thence north-westerly along this track to meet the Sandy River to Kellits secondary road; thence easterly and along this secondary road to meet Tate P.C.R. in Shooter; thence north-easterly along Tate P.C.R. to meet the Whysha P.C.R.; thence south-easterly and north-easterly along the Whysha P.C.R. to where it meets the Kellits to Pedro River secondary Road; thence south-westerly and along this secondary road to where it meets Jericho Road (Jericho Street); thence north-easterly and along Jericho Road to meet Burn Road; thence south-easterly along this road to meet a track leading to Come See Track; thence north-westerly along this tract to meet Come See Track; thence south-westerly along this tract to where it meets the Kellits to Lookout secondary road; thence north-westerly along this secondary road to where it meets a track leading to a tributary of the Bull Head River; thence north-westerly and along this tack to where it crosses a tributary of the Bull Head River; thence northerly along this tributary to where it crosses the Kellits to Colonel Ridge secondary road; thence south-westerly along this secondary road to the starting point at the bridge.

Mocho Local Planning Area

From the point where the Mountpelier road meets the Mocho to Thompson Town secondary road; thence south-easterly and along this secondary road to where it meets the Reids to Mocho Road near Lennon High School; thence easterly and along this road to where it meets White Chapel Road; thence easterly and south-easterly along White Chapel Road to meet the Mocho to Four Paths secondary road; thence north-westerly along this secondary road to where it meets Green Park P.C.R; thence south-westerly and along this P.C.R. to where it meets Eden Road; thence south-easterly and along this road to where it meets Eden Bottom Road; thence north-westerly and along Eden Bottom Road to where it meets Ashley Road at Ashley Primary School; there northerly and along Ashley Road to where it meets Belmont Road; thence north-westerly and along this road to where it meets Stewarton Road; thence north-easterly along this road to its junction with Belmont to Fogo P.C.R.; thence north-westerly along this P.C.R. to where it meets Montpelier Road; thence north-easterly and along Montpelier Road to its junction with the Mocho to Thompson Town secondary road at 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 hair grooming (hairdressing and barbering);
- (g) for the direction of funerals but does not display coffins and bodies;
- (h) for the display of goods for sale;
- (i) for the hiring out of domestic or personal goods or articles;
- (j) for the washing or cleaning of clothes or fabrics on the premises except for dry cleaning;
- (k) for the reception of goods to be washed, cleaned or repaired where the sale, display or services is to visiting members of the public; or
- (l) as an internet cafe;

Class 2—*Financial and Professional Services*

Use for the provision of—

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

SECOND SCHEDULE, *contd.*

Class 3—*Restaurants and Cafes*

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

Class 4—*Drinking Establishments*

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

Class 5—*Hot Food Takeaways*

Use for the sale of hot food for consumption off the premises *e.g.* pizza shops, take out establishments.

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) 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; or
- (c) use as a residential school, college or training centre.

SECOND SCHEDULE, *contd.*Class 11—*Secure Residential Institution*

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

Class 12—*Dwelling House*

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

- (a) by a single person or persons living together as a family; or
- (b) by not more than six (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).

Note: Activities not specified in a Use Class and for which planning permission is required are indicated in paragraph 5(4).

THIRD SCHEDULE

(Paragraph 7)

PERMITTED DEVELOPMENT

CLASSES OF DEVELOPMENT WHICH MAY BE UNDERTAKEN
WITHOUT REQUIRING PLANNING PERMISSION*(Permission granted by Development Order)*

Where permission is granted under this Schedule for the erection, extension or alteration of any building the permission of the local planning authority may be required to be obtained with respect to the design of the external appearance.

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

Use for all or any of the following purposes:—

Class A

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

Development not permitted

A.1 Development is not permitted if—

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

THIRD SCHEDULE, *contd.*

- (ii) 15.24 metres, whichever is the nearest to the high-way;
 - (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.
- A.3 Development is permitted by Class a subject to the following conditions:
- (a) the construction materials must be similar in the appearance to those used in the construction of the existing dwelling house;
 - (b) any window in the upper floor wall forming a side elevation must be:
 - (i) obscure glazed and/or
 - (ii) non-opening unless the opening parts are more than 1.7 metres above the

THIRD SCHEDULE, *contd.*

floor of the room in which
they are located;

- (c) where the enlarged portion has more than a single storey, the roof pitch of the extension should be the same as the original dwelling house as much as possible.

Interpretation of
Class A.

A.4 For the purpose of Class A—

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

Class B

Permitted
Development

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

Development
not permitted

B.1 Development is not permitted if—

- (a) any part of the dwelling house would as a result of the works, exceed the height of the highest part of the existing roof;
- (b) any part of the dwelling house would, as a result of the works extend beyond the plane of any existing roof slope which fronts any highway;
- (c) it would increase the cubic content of the dwelling house by more than 40

THIRD SCHEDULE, *contd.*

cubic metres, in the case of a town house or terrace house or 50 cubic metres in any other case;

- (d) the cubic content of the resulting building would exceed the cubic content of the original dwelling house—
 - (i) in the case of a terrace house or town house by more than 50 cubic metres or 10%, whichever is the greater;
 - (ii) in any other case, by more than 70 cubic metres or 15%, whichever is the greater; or
 - (iii) in any case, by more than 115 cubic metres;
- (e) it would consist of or include the construction or provision of a verandah or balcony.

B.2 Development is permitted by Class B subject to the following conditions:—

- (a) the construction materials must be similar in appearance to those used in the construction of the existing dwelling house;
- (b) the enlargement must be constructed so that:—
 - (i) other than a hip to gable enlargement or one which joins the original roof to the roof of a side or rear extension the eaves of the original roof are to be maintained or reinstated.
 - (ii) other than in the case of an enlargement which joins the original roof to the roof of a rear or side extension it is

THIRD SCHEDULE, *contd.*

not intended beyond any external wall of the dwelling house.

Class C

Permitted Development

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

Development not permitted

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

Class D

Permitted Development

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

Development not permitted

D. 1 Development is not permitted if—

- (a) the ground area (measured externally) of the structure would exceed 3 square metres;
- (b) any part of the structure would be more than 3 metres above ground level;
- (c) any part of the structure would be within 15.24 metres of any boundary of the curtilage of the dwelling house with a highway.

Class E

Permitted Development

E. The provision within the curtilage of a dwelling house of any building or enclosure, swimming or other pool required for a purpose incidental to the enjoyment of the dwelling house as such, or the maintenance, improvement or other alteration of such a building or enclosure.

Development not permitted

E. 1 Development is not permitted if—

- (a) it relates to a dwelling or a satellite antenna;
- (b) any part of the buildings or enclosure to be constructed or provided would be nearer to any highway which bounds the curtilage than—

THIRD SCHEDULE, *contd.*

- (i) the part of the original dwelling house nearest to that highway; or
- (ii) 15.24 metres whichever is nearer to the highway;
- (c) where the building to be constructed or provided would have a cubic content greater than 10 cubic metres, any part of it would be within 5 metres of any part of the dwelling house;
- (d) the height of that building or enclosure would exceed—
 - (i) 3.66 metres, in the case of a building with a ridged roof; or
 - (ii) 3 metres, in any other case;
- (e) the total area of ground covered by buildings or enclosures within the curtilage (other than the original dwelling house) would exceed 50% of the total area of the curtilage (excluding the ground area of the original dwelling house); or
- (f) in the case of land within the curtilage or a listed building, it would consist of the provision, alteration or improvement of a building with a cubic content greater than 10 cubic metres.

Interpretation of Class E

E.2 For the purpose of Class E purpose incidental to the enjoyment of the dwelling house as such, includes the keeping of poultry, bees, pet animals, birds or other livestock for the domestic needs or personal enjoyment of the occupants of the dwelling house where the dwelling house is located in a rural area.

Class F

Permitted Development

F. The provision within the curtilage of a dwelling house of a hard surface for any purpose incidental to the enjoyment of the dwelling house as such.

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 Development is not permitted if— <ul style="list-style-type: none"> (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"> (i) 45 centimetres in the case of an antenna to be installed on a chimney; (ii) 70 centimetres in any other case; (b) the highest part of an antenna to be installed on a roof or a chimney would, when installed, exceed in height— <ul style="list-style-type: none"> (i) in the case of an antenna to be installed on a roof, the highest part of the roof; (ii) in the case of an antenna to be installed on a chimney, the highest part of the chimney; (c) there is any other satellite antenna on the dwelling house or within its curtilage;
Conditions	G 2 Development is permitted by Class G subject to the following conditions— <ul style="list-style-type: none"> (a) an antenna installed on a building shall, so far as practicable, be sited so as to minimise its effect on the external appearance to the building; (b) an antenna no longer needed for the reception or transmission of microwave radio energy shall be removed as soon

THIRD SCHEDULE, *contd.*

as reasonably practicable.

Interpretation of
Part 1

1. For the purposes of Part 1—

“existing building” means the dwelling house as enlarged, improved or attached, taking into account any enlargement, improvement or alteration to the original dwelling house, whether permitted by this Part or not.

PART 2—*Minor Operations*

Class A

Permitted
Development

A. The erection, construction, maintenance, improvement or alteration of a gate, fence, wall or other means of enclosure.

Development
not permitted

A.1 Development is not permitted if—

- (a) the height of any gate, fence, wall or means of enclosure erected or constructed adjacent to a highway used by vehicular traffic would, after the carrying out of the development, exceed 9.22 metres above ground level;
- (b) the height of any other gate, fence, wall or means of enclosure erected or constructed would exceed two metres above ground level;
- (c) the height of any gate, fence, wall or other means of enclosure maintained, improved or altered would, as a result of the development, exceed its former height or the height referred to in subparagraph (a) or (b) as the height appropriate to it if erected or constructed, which is the greater; or
- (d) it would involve development within the curtilage of, or to a gate, fence, wall or other means of enclosure surrounding, a listed building.

THIRD SCHEDULE, *contd.*

Class B

Permitted
Development

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

Class C

Permitted
Development

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

Development
not permitted

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

Interpretation

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

Class D

Permitted
Development

- D. The installation, alteration or replacement within an area lawfully used for off-street parking of a wall or similar device with an electrical outlet mounted on it for recharging electric vehicles.

Development
not permitted

- D.1 Development is not permitted if:—
- (i) the outlet and its casing would exceed 0.2 cubic metres;
 - (ii) the upstand and outlet would exceed 1.5 metres from surface level;
 - (iii) it is faced onto and is accessible within 6m of a highway;
 - (iv) it is within a site listed as a national monument;
 - (v) more than one electrical outlet is being provided for each parking space.
- D.2 Development is permitted by Class D subject to the following conditions:—
- (a) the development is removed as soon as is practicable if no longer required; and

 THIRD SCHEDULE, *contd.*

- (b) the wall on which the development was mounted or the land on which it is was set be reinstated to its original condition.

Class E

Permitted
Development

- E. The installation, alteration or replacement on a building of a closed circuit television camera to be used for security purposes.

Development
not permitted

- E.1 Development is not permitted if:—

- (a) the building on which the camera would be installed, altered or replaced is a scheduled national monument;
- (b) the dimensions of a camera including its housing exceed 0.75 metres by 0.25 metres by 0.25 metres;
- (c) any part of a camera would, when installed, altered or replaced, be less than 2.5 metres above ground level;
- (d) any part of a camera would, when installed, altered or replaced, protrude from the surface of the building by more than 1 metre when measured from the surface of the building;
- (e) any part of a camera would, when installed, altered or replaced, be in contact with the surface of the building at a point which is more from any other point of contact;

- E.2 Development is permitted by Class E subject to the following conditions:—

- (a) the camera is as far as practicable, sited so that its effect on the external appearance of the building on which it is situated is minimized; and
- (b) the camera is removed as soon as it is no longer required for security purposes.

THIRD SCHEDULE, *contd.*

Interpretation of
Class E

E.3 For the purposes of Class E—

“camera”, except in paragraph E.1(b), includes its housing, pan and tilt mechanism, infra-red illuminator, receiver, mountings and brackets; and

“ground level” means the level of the surface of the ground immediately adjacent to the building or, where the level of the surface of the ground is not uniform, the level of the highest part of the surface of the ground adjacent to it.

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—

(i) such small ancillary building works and equipment as are required on land belonging to or maintained by them for the purpose of any functions exercised by them on that land otherwise than as statutory undertakers;

(ii) lamp standards, information works, passenger shelters and seats, telephone boxes, fire alarms, public drinking fountains, horse troughs, useful bins or baskets, barriers for the control of persons waiting to enter public vehicles, and such similar structures or works may be required in connection with the operation of any public service administered by them.

 THIRD SCHEDULE, *contd.*

Class B

Permitted
Development

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

PART 4—*Temporary Buildings and Uses*

Class A

Permitted
Development

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

Development
not permitted

- A. 1 Development is not permitted if—
- (a) the operations referred to are mining operations; or
 - (b) planning permission is required for those operations but is not granted or deemed to be granted.

Conditions

- A. 2 Development is permitted subject to the conditions that, when the operations have been carried out—
- (a) any building, structure, works, plant or machinery permitted by this Class shall be removed; and
 - (b) any adjoining land on which development permitted by this Class has been carried out shall as soon as reasonably practicable, be reinstated to its condition before that development was carried out.

Class B

Permitted
Development

- B. The use of any land for any purpose for not more than 28 days in total in any calendar year, of which not more than 14 days in total may be for the purpose of the holding of a market or motor car and motor cycle racing including trials of speed and practicing for the activities and the provision on the land of any moveable structure for the purposes of the permitted use.

THIRD SCHEDULE, *contd.*

Development not permitted	<p>B.1 Development is not permitted if—</p> <ul style="list-style-type: none"> (a) the land in question is a building or is within the curtilage of a building; or (b) the land is, or is within, an area of special scientific interest and the use of the land is for— <ul style="list-style-type: none"> (i) motor car and motor cycle racing or other motor sports; (ii) clay pigeon shooting; and (iii) any war game.
Interpretation of Class B.	<p>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 organized by or with the authority of the Jamaica Defence Force.</p>
Class C	
Permitted Development	<p>C. The temporary use of any land or building for a period not exceeding nine months in any twenty-four month period for the purpose of commercial film making and the provision of temporary structures on the land for that purpose.</p>
Development not permitted	<p>C.1 Development is not permitted if:—</p> <ul style="list-style-type: none"> (a) the land is more than one hectare; (b) the land will be used for overnight accommodation; (c) the land or site is within a safety hazard area; (d) the land or building is a schedule monument or listed building.

THIRD SCHEDULE, *contd.*

- | | |
|---------------------------|--|
| Conditions | C.2 Development is permitted subject to the condition of that:— <ul style="list-style-type: none"> (a) and development on the land must as soon as is practicable be removed at the end of filming; (b) the land must be returned to its original condition before the development took place. |
| Interpretation of Class C | C.3 “commercial film-making” means filming for broadcast or transmission but does not include the filming of persons paying to visit the site to participate in any leisure activity on the site. |

PART 4A—*Non-Domestic Extensions and Alterations*

Class A

- | | |
|---------------------------|---|
| Permitted Development | A. The extension or alteration of a shop, financial or professional service establishment. |
| Development not permitted | A. 1 Development is not permitted if:— <ul style="list-style-type: none"> (a) the gross floor area of the original building would be exceeded by more than 50% or 100 square metres (whichever is lesser); (b) the height of the extension would exceed 4 metres; (c) any part of the development would be on land which is used for residential purpose or institution; (d) any part would extend beyond an existing building front; or (e) would involve the erection of a new building or the alteration or replacement of an existing one. |

THIRD SCHEDULE, *contd.*

Conditions	<p>A. 2 Development is permitted subject to the following conditions:—</p> <p style="margin-left: 40px;">(a) any alteration is at ground floor level only; or</p> <p style="margin-left: 40px;">(b) any extension or alteration is to be used as part of, or for a purpose incidental to the use of the ship, financial or professional service establishment only.</p>
Interpretation	<p>A. 3 Shop, financial or professional services establishment means a building or part of a building used for any purpose within the Class 1 or 2 of the Use Classes Order and includes buildings with other uses in other parts as long as they are not in the part being altered and where there are two buildings in the same curtilage they are to be treated as one in making any measurement.</p>
Class B	
Permitted Development	<p>B. The extension or alteration of an office building.</p>
Development not permitted	<p>B. 1 Development is not permitted if:—</p> <p style="margin-left: 40px;">(a) the gross floor space of the original building would be exceeded by more than 50% or 100 square metres (whichever is lesser);</p> <p style="margin-left: 40px;">(b) the proposed height of the building would exceed if within 10 metres of a boundary of the curtilage of the premises, 5 metres; or in all other cases, the height of the building being intended.</p> <p style="margin-left: 40px;">(c) Any part of the development other than an alteration would be within 5 metres of the curtilage of the premises.</p>
Conditions	<p>B. 2 Development is permitted subject to the following:—</p> <p style="margin-left: 40px;">(a) Any office building as extended or altered be used only for a purpose related to that building; and</p> <p style="margin-left: 40px;">(b) Any alteration is at the ground floor level only.</p>

THIRD SCHEDULE, *contd.*

Interpretation	B.3 Where two or more original buildings are within the same curtilage and are being used for the same undertaking they are to be treated as a single original building in making any measurements or calculation.
Class C	
Permitted Development	C. Development consisting of:— (a) The provision of hard surface within the curtilage of an office building to be used for the relevant office or (b) The replacement in whole or in part of such a surface.
Development not permitted	C.1 Development is not permitted if the cumulative area of hard ground coverage would exceed 50 square metres.
Conditions	C.2 Development is permitted subject to:— (a) where there is a risk of ground water contamination the hard surface is not made of porous material; and (b) in all other cases the hard surface is made of porous material; or (c) provision is made to direct run-off from hard surface to a permeable or porous area within the curtilage of a building.
Class D	
Permitted Development	D. The erection, extension or alteration of an industrial building or warehouse.
Development not permitted	D.1 Development is not permitted if:— (a) the gross floor space of any new building erected would exceed 200 square metres; (b) the gross floor space of the original building would be exceeded by more than 50% or 1,000 square metres; (c) the height of building as extended or altered would exceed the height of the existing building;

THIRD SCHEDULE, *contd.*

	(d) the development would lead to a reduction in the parking or turning of motor vehicles; or
	(e) any part of it would be within 5 metres of any boundary of the curtilage of the premises.
Conditions	D.2 Development is permitted subject to:—
	(a) the proposal being within the curtilage of an existing industrial building or warehouse; or
	(b) any building erected, extended or altered is only to be used for industrial purposes in the case of an industrial building and for storage or distribution in the case of a warehouse building; or
	(c) any extension or alteration is constructed using similar external material to the existing building.
Interpretation	D.3 Where two or more original buildings are in the same curtilage and used for the same purpose they are to be treated as a single original building for the purpose of the measurements.
Class E	
Permitted Development	E Development consisting of the provisioning of a hard surface within the curtilage of an industrial building or warehouse to be used by the activity or the replacement in whole or in part of such a surface.
Development not permitted	E.1 Development would not be permitted if it would be in the curtilage of listed building or heritage site.
Conditions	E.2 If there is a risk of ground water pollution, the hard surface must not be made of porous material, however, in all other cases it is to be made of porous material or provision is to be made to direct the run-off to a porous area or surface within the curtilage of the site.

THIRD SCHEDULE, *contd.*

Class F

Permitted
DevelopmentF. The erection, extension or alteration of a school,
college, university or hospital.Development
not permitted

F.1 Development is not permitted if:—

- (a) if the cumulative gross floor space of any building erected, extended or altered would exceed—
 - (i) 25% of the gross floor space of the original building; or
 - (ii) 100 square metres, whichever is less;
- (b) if any part of the development would be within 5 metres of the curtilage of the site;
- (c) if as a result of the development any land used as a playing field up to five years before the commencement of the development could no longer be used as such;
- (d) if the height of the building when extended or altered would increase the height of the existing building;
- (e) unless the predominant use of the buildings on site is for the provision of education and medical or health services respectively.

Conditions

F.2 Development is permitted subject to the following conditions:—

- (a) the proposal is within the curtilage of an existing school, college, university or hospital;
- (b) the development is only used as part of, or for a purpose incidental to the use of that school, college, university or hospital; or

THIRD SCHEDULE, *contd.*

- (c) any extension or alteration is constructed using material similar to that of the external appearance of the original building.

Class G

Permitted
Development

- G. Development consisting of hard surfaces for schools, colleges, universities or hospitals or the replacement in part or whole of such a surface.

Development
not permitted

- G.1 Development is not permitted if:—
- (a) if the cumulative area of the ground covered by hard surface within the curtilage of the site would exceed 50 square metres; or
- (b) any land used as a playing field any time before the development commenced could no longer be so used.

Conditions

- G.2 Development is permitted subject to the following:—
- (a) where there is risk of ground water contamination, the hard surface is not made of porous material; or
- (b) provision is made to direct run-off from the hard surface to a permeable or porous area or surface within the curtilage of the institution.

PART 5—*Agricultural Buildings and Operations.*

Class A

Permitted
Development

- Development on units 2.0 hectares or more.
- A. The carrying out on agricultural land comprised in an agricultural unit 2.0 hectares or more in area of—
- (a) works for the erection, extension or alteration of a building; or
- (b) any excavation or engineering operations, which are reasonably necessary for the purposes of agriculture within that unit.

THIRD SCHEDULE, *contd.*

Development
not permitted

A.1 Development is not permitted if—

- (a) the development would be carried out on a separate parcel of land forming part of the unit which is less than 0.4 hectare in area;
- (b) it would consist of, or include, the erection, extension or alteration of a dwelling;
- (c) it would involve the provision of a building, structure or works not designed for agricultural purposes;
- (d) the ground area which would be covered by—
 - (i) any works or structure (other than a fence) for accommodating livestock or any plant or machinery arising from engineering operations; or
 - (ii) any building erected or extended or altered by virtue of this Class, would exceed 465 square metres, calculated as described in paragraph D.2;
- (e) the height of any part of any building, structure or works within 3 kilometres of the perimeter of an aerodrome would exceed 3 metres;
- (f) the height of any part of any building, structure or works not within 3 kilometres of the perimeter of an aerodrome would exceed 12 metres;
- (g) any part of the development would be within 25 metres of a metalled part of a trunk or classified road;

THIRD SCHEDULE, *contd.*

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-
- (h) it would consist of, or include, the erection or construction of, or the carrying out of any works to, a building, structure or an excavation used or to be used for the accommodation of livestock or for the storage of slurry or sewage sludge where the building, structure or excavation is, or would be, within 400 metres of the curtilage of a protected building; or
- (i) it would involve excavations or engineering operations over land which are connected with fish farming.
- Conditions A. 2 1. Development is permitted by Class A subject to the following conditions—
- (a) where development is carried out within 400 metres of the curtilage of a protected building, any building, structure, excavation or works resulting from the development shall not be used for the accommodation of livestock except in the circumstances described in paragraph D.3 or for the storage of slurry or sewage sludge;
- (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.

THIRD SCHEDULE, *contd.*

2. Subject to paragraph (3), development consisting of—

- (i) the erection, extension or alteration of a building;
- (ii) the formation or alteration of a private way;
- (iii) the carrying out of excavations or the deposit of waste material (where the relevant area, as defined in paragraph D.4 below exceeds 0.5 hectare); or
- (iv) the placing or assembly of a tank in any waters is permitted by Class A subject to the following conditions—
 - (a) the developer shall, before beginning the development, apply to the local planning authority for a determination as to whether the prior approval of the authority will be required to the siting, design and external appearance of the building, the siting and means of construction of the private way, the siting of the excavation or deposit of the siting and appearance of the tank, as the case may be;
 - (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

THIRD SCHEDULE, *contd.*

occurrence of one of the following—

- (i) the receipt by the applicant from the local planning authority notice of a written notice of their determination that such prior approval is not required;
- (ii) where the local planning authority gives the applicant notice within 28 days following the date on which the application was received by the local planning authority without the local planning authority making any determination as to whether such approval is required or notifying the applicant of their determination;
- (iii) the expiry of 28 days following the date on which the ap-

THIRD SCHEDULE, *contd.*

plication 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

THIRD SCHEDULE, *contd.*

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 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

THIRD SCHEDULE, *contd.*

two years from the date on which approval was given;

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

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

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

Class B

Development on units of less than 2.0 hectares.

Permitted Development

- B. The carrying out on agricultural land comprised in an agricultural unit of not less than 0.4 but less than 2 hectares in area of development consisting of—
 - (a) the extension or alteration of an agricultural building;
 - (b) the installation of additional or replacement plant or machinery;
 - (c) the provision, rearrangement or replacement of a sewer, main, pipe, cable or other apparatus;
 - (d) the provision, rearrangement or replacement of a private way;
 - (e) the creation of a hard surface;
 - (f) the deposit of waste; or

THIRD SCHEDULE, *contd.*

- (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 metres of a metalled part of a trunk or classified road;
- (d) it would consist of, or involve, the carrying out of any works to a building or structure used or to be used for the accommodation of livestock or the storage of slurry or sewage sludge where the building or structure is within 400 metres of the curtilage of a protected building; or
- (e) it would relate to fish farming and would involve the placing or assembly of a tank on land or in any waters or the construction of a pond in which fish may be kept or an increase (otherwise than by the removal of silt) in the size of any tank or pond in which fish may be kept.

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

- (a) the height of any building would be increased;

THIRD SCHEDULE, *contd.*

- (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 if—

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

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

Conditions

B.5 Development permitted by Class B and carried out within 400 metres of the curtilage of a protected building is subject to the condition that any building

THIRD SCHEDULE, *contd.*

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 purposes within the agricultural unit of which it forms part.
Development not permitted	C.1 Development is not permitted by Class C if any excavation would be made within 15.24 metres of a metalled part of a trunk or classified road.
Condition	C.2 Development is permitted by Class C subject to the condition that no mineral extracted during the course of the operation shall be moved to any place outside the land from which it was extracted, except to land which is held or occupied with that land and is used for the purposes of agriculture.
Interpretation of Part 5	D.1 For the purposes of Part 5— <p style="margin-left: 40px;">“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>

THIRD SCHEDULE, *contd.*

“agricultural unit” means agricultural land which is occupied as a unit for the purposes of agriculture, including—

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

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

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

“livestock” includes fish or shellfish which are farmed;

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

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

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

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

THIRD SCHEDULE, *contd.*

D.2 For the purposes of this Part—

- (a) an area calculated as described in this paragraph comprises the ground area which would be covered by the proposed development, together with the ground area of any building (other than a dwelling), or any structure, works, plant, machinery or ponds or tanks within the same unit which are being provided or have been provided within the preceding two years and any part of which would be within 90 metres of the proposed developments;
- (b) 400 metres is to be measured along the ground.

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

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

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

THIRD SCHEDULE, *contd.*

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

THIRD SCHEDULE, *contd.*

- (b) where two or more original buildings are within the same curtilage and are used for the same undertaking they are to be treated as a single original building in making any measurement in connection with the extension or alteration of either of them.

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

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

THIRD SCHEDULE, *contd.*

- (c) any part of the development would be within 15.24 metres of the metalled portion of a trunk or classified road.
- Conditions. A. 2(1) Subject to paragraph (3), development consisting of the erection of a building or the (extension or alteration) of a building or the formation or alteration of a private way is permitted by Class A subject to the following conditions—
- (a) the developer shall, before beginning the development, apply to the local planning authority for a determination as to whether the prior approval of the authority will be required to the siting, design and external appearance of the building or, as the case may be, the siting and means of construction of the private way;
 - (b) the application shall be accompanied by a written description of the proposed development, the materials to be used and a plan indicating the site;
 - (c) the development shall not be begun before the occurrence of one of the following—
 - (i) the receipt by the applicant from the local planning authority of a written notice of their determination that such prior approval is not required;
 - (ii) where the local planning authority gives the applicant notice within 28 days following the date of receiving the application of their determination that such prior approval is required, the giving of such approval;

THIRD SCHEDULE, *contd.*

- (iii) the expiry of 28 days following the date on which the application was received by the local planning authority without the local planning authority making any determination as to whether approval is required or notifying the applicant of their determination;
- (d) where the local planning authority gives the applicant notice that such prior approval is required—
 - (i) 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 need be, replacement.
- (e) the development shall, except to the extent that the local planning authority

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

Interpretation.

A. 3 For the purposes of this class—

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

THIRD SCHEDULE, *contd.*

“site notice” means a notice containing—

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

PART 7—*Repairs To Unadopted Streets and Private Ways*

Class A

Permitted
Development

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

General Note

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

PART 8—*Repairs to Services*

Class A

Permitted
development

The carrying out of any works for the purposes of inspection, repairing or renewing any sewer, main,

THIRD SCHEDULE, *contd.*

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

Development at an airport

Permitted
Development

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

Development
not permitted

- A.1 Development is not permitted by class A if it would consist of or include—
- (a) the construction or extension of a runway;
 - (b) the construction of a passenger terminal the floor space of which would exceed 500 square metres;
 - (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;
 - (d) the erection of a building other than an operational building;
 - (e) the alteration or reconstruction of a building other than an operational building, where its design or external appearance would be materially affected.

Conditions

- A. 2 Development is permitted by Class A subject to the condition that the relevant airport consults the local planning authority before carrying out

THIRD SCHEDULE, *contd.*

		any development, unless that development falls within the description in paragraph A. 3(2).
Interpretation of Class A	A. 3(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.
	(2)	Development falls within this paragraph if—
	(a)	it is urgently required for the efficient running of the airport; and
	(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;

THIRD SCHEDULE, *contd.*

	(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, 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.

THIRD SCHEDULE, *contd.*

Permitted Development	<p>E. The carrying out on operational land of the Civil Aviation Authority by the authority or its agents of development in connection with—</p> <p style="margin-left: 40px;">(a) the provision of air traffic control services;</p> <p style="margin-left: 40px;">(b) the navigation of aircraft; or</p> <p style="margin-left: 40px;">(c) monitoring the movement of aircraft.</p>
Development not permitted	<p>E. 1 Development is not permitted by Class E if—</p> <p style="margin-left: 40px;">(a) any building erected would be used for a purpose other than housing equipment used in connection with the provision of air traffic control services, assisting the navigation of aircraft or monitoring the movement of aircraft;</p> <p style="margin-left: 40px;">(b) any building erected would exceed a height of 4 metres; or</p> <p style="margin-left: 40px;">(c) it would consist of the installation or erection of any radar or radio mast, antenna or other apparatus which would exceed 15 metres in height, or where an existing mast, antenna or apparatus is replaced, the height of that mast, antenna or apparatus if greater.</p>
Class F	<p>Development by the Civil Aviation Authority in an emergency.</p>
Permitted Development	<p>F. The use of land by or on behalf of the Civil Aviation Authority in an emergency to station moveable apparatus replacing unserviceable apparatus.</p>
Condition	<p>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.</p>

THIRD SCHEDULE, *contd.*

Class G	Development by the Civil Aviation Authority for air traffic control, <i>etc.</i>
Permitted Development	<p>G. The use of land by or on behalf of the Civil Aviation Authority to provide service and facilities in connection with—</p> <p style="margin-left: 40px;">(a) the provision of air traffic control services;</p> <p style="margin-left: 40px;">(b) the navigation of aircraft; or</p> <p style="margin-left: 40px;">(c) the monitoring of aircraft; and the erection or placing of moveable structures on the land for the purpose of that use.</p>
Condition	<p>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.</p>
Class H	Development by the Civil Aviation Authority for surveys, <i>etc.</i>
Permitted Development	<p>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.</p>
Condition	<p>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.</p>
Class J	Use of airport buildings managed by relevant airport operators.

THIRD SCHEDULE, *contd.*

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.	<p>K. For the purpose of Part 9—</p> <p>“operational building” means a building, other than a hotel, required in connection with the movement or maintenance of aircraft, or with the embarking, disembarking, loading, discharge or transport of passengers, livestock or goods at a relevant airport;</p> <p>“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;</p> <p>“relevant airport operator” means the operator of a relevant airport.</p>

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	<p>A. The carrying out of the proper design and siting of Telecommunications Network—</p> <p>(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 <i>de minimis</i> and/or may not have a material effect on the external appearance of the building on which they may be installed;</p>
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THIRD SCHEDULE, *contd.*

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- (b) apparatus such as radio masts which is being installed on the ground not exceeding a height of 15 meters (45ft) above ground level or the height of any apparatus which it replaces whichever is greater but not including antennas installed on radio masts;
 - (c) satellite antennas except when precluded in any Development Order.
- Development not permitted
- A. 1 Development not permitted by Class A
- (a) Cellular towers/masts and mono poles not permitted that are being placed in residential areas, schools and hospitals;
 - (b) The cellular tower/mast and mono poles that are being located in areas of scenic beauty, protected buildings, national monuments, conservation and or protected areas and sites protected under the *Jamaica National Heritage Trust Act* and the Town and 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

FORM A

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

Your application dated _____
(insert date)

For development at _____
(insert address)

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

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

FORM B

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

To be Endorsed on Notices of Decision

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

2. In certain circumstances provided for in section 17 of the Town and Country Planning Act, a claim may be made against the Town and Country Planning Authority for compensation where, permission is refused or granted subject to conditions by the Minister on appeal.

FOURTH SCHEDULE, *contd.*

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

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

Clarendon Parish Development Order Area

The parish of Clarendon is located on the coast of Jamaica; in the County of Middlesex at latitude 17°44'N and longitude 77°09'W. The parish has a land area of 1,196 kilometers (km²) and is bordered by the parishes of Manchester in the west, St. Catherine in the east and St. Ann in the north and the Caribbean Sea in the south. The northern sections are very mountainous; and its central and southern sections relatively flat. Within the Order Area there are nine (9) Local Planning Areas.

A detailed description of the boundaries is outlined in the first schedule and delineated on Map 1 attached hereto.

HISTORY

Clarendon due to its location is approximately half way between the island's eastern and western areas. The parish was named in honour of the celebrated English Lord Chancellor, Sir Edward Hyde, Earl of Clarendon. It was formed from a combination of three parishes: St. Dorothy's, Vere and the old parish of Clarendon. Before the merger, the capital was Chapelton. The current capital, May Pen, was established by the British between 1660 and 1683 on a crossing point of the Rio Minho River. May Pen is now said to be the fastest growing rural town closest in proximity to Kingston.

Long before the Spanish came to Jamaica, Clarendon was the site of several established Taino settlements. The Spaniards, who later settled in the area, named the vast grassland plains 'Savannah', upon seeing the potential and started livestock rearing. Three cattle ranches were established bearing the names 'hato of Bondueu', 'hato of Buena Vista' and the 'hato of Santiago'. In 1655, almost immediately following the capture of the island from the Spanish, large areas of Clarendon were settled by the English. One of the earliest English settlements was located on the banks of the Rio Minho, and is now a part of the portion of land called Seven Estates getting its name from the seven original plantations. Initially, the plains were used for the planting of indigo and cotton, however in later years the hilly regions and plains were utilized by the English for the production of sugarcane.

FIFTH SCHEDULE, *contd.*

Covering an area of 1,196 sq. km, Clarendon ranks as the third largest parish. It is also one of the most populated in the island. The parish is characterized by alluvial plains, such as the Vere Plains, and sloping mountain ranges, such as Bull Head mountain range. It is also marked by several rivers, including the Rio Minho River, which runs the length of the parish from north to south. It provides an abundance of agricultural products. While the economy is predominantly an agricultural one, service industries, small businesses, mining, and manufacturing industries all play an important role in the development of the parish and, by extension, Jamaica.

DEMOGRAPHY

Population Size and Growth

In the 2011 population census for Jamaica, the parish of Clarendon recorded a total population of 245,056 persons, of which more than half of the population with 48 percent (119,399) of the persons residing within the urban centres of the parish. The capital May Pen accounted for approximately 50 percent of the parish's population in 2011. The population has been gradually increasing with a population growth rate of 0.33 percent for the period 2001 - 2011 moving from 236,994 to 245,056. The population of Clarendon is projected to be 253,264 in 2021; and 260,886 in 2030 should the growth rate remain the same.

An analysis of the population structure shows that Clarendon has a youthful population. In 2001 approximately thirty five percent (35%) of the population was under the age of 15 years old which had decrease to twenty nine percent (29%) in 2011. In contrast, the population over 64 years of age recorded a slight increase with approximately 8.2% of the total population falling in this cohort in 2001 and approximately 8.4% in 2011. The change within the working age group was also positive moving from 56.5 percent in 2001 to 62.9 percent in 2011. This change has resulted in a decline in the dependency ratio for the population for 2001 and 2011. The dependency ratios were 77:100 in 2001 and 60:100 in 2011. There is no marked significance between the amount male and females within the parish with both accounting for approximately 50 percent each.

Population Distribution and Density

The majority of the population (approximately 57%) resides in the major towns and rural settlement nodes within the parish. The three largest areas May Pen, Hayes and Chapelton respectively account for approximately forty percent (40%) of Clarendon's population in 2011.

The land area within the parish was calculated to be approximately 114,280 hectares or 1,142.8km². The population density in 2011 was 2.1 persons per hectare. It is projected that the population density in the parish in 2021 is 2.21

FIFTH SCHEDULE, *contd.*

persons per hectare. The population density varies throughout the parish with the density being highest in the urban areas.

Labour Force and Employment

From the 2011 STATIN Population Census the order area had a total Labour Force of 137,094 persons, in which females outnumbered males accounting for approximately 48 percent (48%) of the Labour Force.

Employment and Unemployment

At the end of 2011 from an estimated 180,072 labour force, approximately 77,632 persons were employed. There were 49,144 or (63.3%) employed males and 28,488 or (36.7%) employed females.

STATIN's 1991 survey of the employed labour force by industry group indicated that the Agricultural sector attracted approximately 26% of the total, followed by the Services Industry with 22%, Plant and Machine Operators with 14%, and Elementary Occupations 12%.

NATURAL RESOURCES

Minerals

The Order area's main mineral resources are bauxite and limestone. The limestone is extremely pure and is used in the manufacture of lime which is a major raw material in the alumina industry, agricultural and building construction. The mining of bauxite helps to boost the economy of the parish but in turn it also scars the landscape and poses a nuisance to other aspects of the environment.

Water Resources

Clarendon has an abundance of water with a yearly rainfall averages between 1,270mm and 1,778mm. The water resources of the parish consist of both surface and underground water. Fresh water is perennially available from the major streams. A large section of the parish is drained by the Rio Minho and its tributaries, namely the Thomas, Pindars, and Rock Rivers. The alluvial plains of Vere and Harris Savannah are drained by the Rhymesbury, St. Ann, Main, Savannah, and Hilliards Gullies. Due to the vast area of limestone in the parish, large amount of fresh water are available from fractures and solution cavities. Fresh water is limited in areas composed of volcanic, metamorphic basement rocks and impermeable limestone. There are numerous groundwater abstractions from wells which is used for domestic, industrial and irrigation purposes.

CONSERVATION OF THE NATURAL AND BUILT ENVIRONMENT

Natural Environment

Clarendon suffers from environmental degradation as the promise of economic prosperity and survival has placed the natural systems at risk of being adversely

FIFTH SCHEDULE, *contd.*

affected. While it is vital to achieve sustainable economic and social development, maintaining the natural environment is just as critical. The parish has within its borders flat, fertile plains in the southern regions and mountain ranges in the centre and north of the parish. The principal elevations are: the Mocho Mountains which rises approximately 600m above sea level, the Bull Head Mountain Range rising 848m above sea level and the Brazille to Mountains in the south. The Canoe Valley National Nature Preserve and the Portland Bight which includes the Salt River fish sanctuary and was declared a protected area in 1999 lies within the southern section of the parish. They are habitats for a wide range of Jamaica's wildlife and the Portland Bight Protected Area (PBPA) received international recognition when they were designated Jamaica's third Ramsar site under the RAMSAR Convention for the Protection of Wetlands and Waterfowl Habitat on 2 February, 2006.

Climate Change

The diverse and unique natural environment of the 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 sea levels rising the effects on the coastal areas will be severe, and include erosion and coastal land subsidence. The hilly interior is not likely to be spared. 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.

Rivers and Port

The parish is drained mainly by the Rio Minho and Milk River. Subsistence fishing occurs mainly along the Rio Minho while extensive fishing practices are done at Rocky Point, a fishing community on the most southern point of the parish.

Portland Point, the most southern point of Jamaica, is on a peninsula in Clarendon. On the same peninsula is the Jackson Bay bathing beach and a port used chiefly for the export of alumina.

Clarendon is home to the world renowned Milk River Bath. This is a mineral spa that's famous for the curative value of its waters. Individuals from all over the world travel to this establishment to be healed of all sorts of pains and ailments and claim that its waters are of healing and therapeutic value.

FIFTH SCHEDULE, *contd.**Protected Areas*

The Portland Bight Protected Area and the Canoe Valley National Nature Preserve are areas of significant ecological importance and their ecosystems provide habitats for a wide range of Jamaican wildlife. Both are made up of mangrove swamps, limestone and herbaceous forests. Historically, Mangroves are known to provide important coastal defence from hurricane/ storm surge and sea level rise and are also nursery areas for many finfish and lobster species, providing a safe habitat for all type of species. We should therefore protect our mangrove swamps and our protected areas as they help to balance the ecological environment.

Forestry

The parish of Clarendon is made up of many mixed land uses and land cover, one of which is its forest. These forested areas are located within the Brazilletto and Bull Head Mountains and is primarily made up of trees at least 5m tall; they are also identified as a conservation area. The mangroves located at the Portland Ridge Protected Area are also a type of forest cover and is to be maintained so as to provide habitats. With this forestry resource available it makes accessible forested products (lumber), serves as a habitat for endemic flora and fauna, conserves water source and is a provision for parks. Sustainable use of the forested area will provide employment, produce fuel wood (charcoal) and boost recreation and tourism ventures.

The Built Environment

There are several sites and or buildings which are of particular beauty or which are of architectural and or historical significance. The Jamaica National Heritage Trust has declared eight (8) sites as of December 2011 as heritage sites. These are St. Peter's Church (Alley), May Pen Clock Tower, Halse Hall Great House, Portland Point Lighthouse, Milk River Spa , Claude McKay's Birthplace, Four Paths Railway Station and the Suttons Railway Station.

ECONOMIC ACTIVITIES

The economic activities of the parish while diverse centres mainly around agriculture, light manufacturing industries, commercial and small-scale tourism activities. Bauxite, Jamaica's major mineral resource and big revenue earner, is found extensively in Clarendon. Although the mining of Bauxite in the parish is important tobacco is also grown in Clarendon, along with cotton, pimento, ginger, bananas, coffee, and cocoa. Additionally, dairy farming and fish farming have been carried on intermittently, and the sugar-cane production contributes significantly to the amount of sugar exported annually.

FIFTH SCHEDULE, *contd.*

Fishing has been a traditional way of life for many residents living in the fishing villages (among these villages is the famous Rocky Point) along the southern coast of Clarendon. Fish farming has also emerged as a very profitable economic activity for many with fish farms in the parish occupying a total of 60.45 hectares or 133 acres. The Jamaica Aaqualapa Limited Farm at Tollgate primarily produces carp and is a major fish-farm in Clarendon. At Mitchell Town there is a station for the culture of fresh water fish.

Clarendon's commercial economy is characterized mainly by small to medium scale wholesaling and retailing activities.

TRANSPORTATION

The Order Area comprises of an extensive road network of various classification linking all regions throughout the parish. The main urban centres and towns are connected by Class A and B roads with the rural area and districts being connected by Class C and other roads. A section of Highway 2000 also traverses the south central section of the parish and provides increased access to the southern section of the island.

The parish is also serviced by rail transportation although this mode has been relegated to being used almost solely by the various bauxite companies. The use of rail as a means of public transportation would allow for greater access to the northern sections of the parish as most of the required physical infrastructure currently exists. Additionally, it would provide the parish with greater development opportunities given its proximity to capital city Kingston.

There is currently one port within the parish of Clarendon located at, Rocky Point. The port is privately owned and operated by the bauxite company.

There are five airstrips in the parish four of which are privately owned and operated. They are located at Sevens, Hayes, Monymusk and Port Esquivel. The Vernamfield airfield which is a former US air base which is currently not active could be activated for major development.

MAJOR LOCAL PLANNING AREAS

(Growth Centres)

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

FIFTH SCHEDULE, *contd.*

The centres are determined by physical conditions and the economic and social needs of an area, and will function as the stimulus and focus of urban growth and development. A Growth Centre should have the basic infrastructure such as Post Office, electricity, paved road and a number of facilities and amenities such as schools, commercial areas, a clinic, police station. The limits will be identified by an urban fence within which all development activities are expected to take place as none will be encouraged outside in an effort to prevent urban sprawl.

The two major growth centres are:—

May Pen Local Planning Area

May Pen, the capital of Clarendon, is classified as a regional centre in Jamaica's Settlement Strategy 1997. May Pen lies approximately 50 kilometres west of Kingston, in the northern section of the Clarendon Plains. It was developed primarily as a midway point between Kingston and Mandeville and also as a linkage midway station from Kingston to the growth centres of the north western section of the Island (May Pen Development Plan 1995).

The boundary of the May Pen Local Planning Area covers an area of 9,475.19 Hectares (23,412.88 Acres) and extends from the Four Paths community in the west to Pleasant Valley and Sevens Woods in the north, and from to Chandlers Pen in the east then southerly to the Hayes community.

May Pen was developed at the main axes of railways and roads; two factors that have contributed to its continued growth. Today it is one of Jamaica's fastest growing urban centre and has been increasing since 1960

May Pen Local Planning Area was once known for its thriving agricultural economy, today it is known for its major contributions to the manufacturing, mining and commerce sectors.

As the major urban centre of Clarendon in terms of the delivery of services, it contains several important public institutions, service and office entities, and commercial and industrial facilities.

The major objective of the Clarendon Parish Development Order is to provide for the orderly and progressive development of that area described as the May Pen Local Planning Area in the First Schedule and delineated on Inset No. 1.

Chapleton Local Planning Area

Chapleton extends from Danks in the north to Breezy Hill in the south and the Rose Hill Community in the west to Suttons and Lower Chapleton in the east. It is approximately 12km north of May Pen.

FIFTH SCHEDULE, *contd.*

Chapelton is a market town and was formerly the parish capital. It is characterized by moderately flat and undulating lands with mixed land uses interspersed with agricultural uses. Though the urban core of the Local Planning Area is compact, it is vibrant and has a wide array of social services.

VISION

The vision for the parish as conceived by the Council and its inhabitants is a thriving economy through the initiation of actions for employment; a flourishing community by tackling poverty and deprivation through a process of facilitating and making improvements; and a healthy environment through the reduction of pollution.

PLANNING STRATEGY

The strategy is to provide for appropriate levels of growth through the encouragement of a greater diversity of business and employment opportunities in the local planning areas and to ensure that a solid base is provided for the local facilities and services that are needed by their inhabitants. It is envisaged that a balanced and controlled development of the area will be achieved, that the outward spread of the urban periphery will be restricted and that highly sensitive areas will be protected from development. The consolidation and improvements of residential communities and existing shopping centres proposed and encouragement given to a mix of compatible land uses within the local planning areas. The international heritage sites, green areas and wide variety of habitats and landscapes existing will be protected and urban coalescence prevented through the establishment of green corridors.

THE PURPOSE OF THE ORDER

This Development Order will make provision for the orderly and progressive development of the parish of Clarendon, encouraging activities that the planning authorities have identified as beneficial to the parish and preventing those that are detrimental to the environment and/or amenity of the residents. The main aim is to provide the basis for sound decisions on planning applications in accordance with the planning strategies, Objectives, Policies and proposals outlined in the document.

The Town and Country Planning Act requires all applications to be determined in accordance with the provisions of the Order unless material considerations indicate otherwise. An applicant who proposes a development that does not accord therewith, except those falling within the categories outlined in the Second and Third Schedule will need to demonstrate compelling reasons why it should be allowed.

FIFTH SCHEDULE, *contd.*

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.

1—The Citation, Interpretation, General Regulations and Schedules 1—4

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 different Thematic Headings; and

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

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

Although the Order is presented in sections it should be considered as a whole especially when dealing with planning applications.

HOW TO USE THE ORDER

- (1) For information—
 - (a) on the interpretation of legal definitions, the application process and schedules refer to Part 1;
 - (b) on a particular site or building refer to the Proposals Map which will show any guidelines or policy applicable; the inset maps may also provide additional information;
 - (c) regarding a particular thematic topic such as housing, environment, *etcetera*, consult the sections devoted to the relevant topic, there is a Table of Contents at the front of the Document that will help in this regard.

FIFTH SCHEDULE, *contd.*

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.

(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 T1

Policies for local planning areas are identified by using a letter(s) of the area to which the Policy relates (thus MP for May Pen) 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 May Pen would therefore be:—POLICY MP T 1

It should be noted that some of the policies are cross listed, that is, they may appear under other headings. In preparing this development order the authority has tried to use clear and plain English, keeping technical phrases and jargons to a minimal. Where this is unavoidable an 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 and Appendices.

OBJECTIVES

The objectives provide the framework for developing the detailed policies which will help to achieve the Vision and Strategies of the Order. They seek to reconcile the diverse aspirations of residents and identify solutions which are of wide interest. The development and growth of the parish therefore depends on the successful implementation of the objectives. The following is a list of the objectives that have emanated from the Vision and Strategies and which the local planning authority will strive to accomplish.

TRANSPORTATION

The movement of goods and people in, out and around the parish of Clarendon depends heavily on vehicular traffic. With the absence of a major aerodrome within the parish as well as limited port facilities there is severe stress on the existing road infrastructure. The main transportation hub is located in May Pen and there is heavy reliance on the public transportation systems and route taxis for daily commute. There needs to be greater diversification of the transportation infrastructure. It is therefore imperative that the transportation infrastructure within Clarendon be at a standard which allows for maximum efficiency for all users. The objectives will therefore be:

FIFTH SCHEDULE, *contd.*

- Obj. T1 To ensure the integration of transport planning with land use planning.
- Obj. T2 To make provision for a transportation system that allows safe and easy movement in and around the parish and which makes the parish easily accessible from other parts of the island.
- Obj. T3 To ensure the reservation of adequate land for all transportation purposes including managed retreat from coastlines and other climate threatened regions whilst minimising impact on surrounding land uses.
- Obj. T4 To establish, preserve and protect the reservation of lands necessary for new roads and the improvement of existing ones.
- Obj. T5 To encourage the shared use of parking facilities particularly in the Central Business Districts as part of major development proposals.
- Obj. T6 To seek the provision of an adequate parking area to cater for buses taxis and other forms of public transport especially in Urban Centres.
- Obj. T7 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. T8 To improve the environmental amenity of all existing and proposed car parking areas used by the public through the provision of landscaping.

HOUSING

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

- Obj. H1 To ensure that special attention is paid to the design and layout of all housing developments, considerations are incorporated for potential climate change impacts, the provision of necessary infrastructure and amenities so that these form an integral part of the local planning/growth areas and that adequate pedestrian walkways with linkages to transportation routes are available.
- Obj. H2 To promote the maintenance, protection and where necessary, the rejuvenation of residential areas.
- Obj. H3 To ensure that there is efficient use of land in terms of density and provision for a suitable mix of size, type and tenure of housing.

FIFTH SCHEDULE, *contd.*

- Obj. H4 To ensure the design and layout of new housing is in keeping with the character of the local area, and includes appropriate open space and landscaping to create an attractive living environment.

CONSERVATION OF THE NATURAL AND BUILT ENVIRONMENT

The survival and well-being of a nation depends on sustainable development. It is a process of social and economic betterment that satisfies the needs and values of all interest groups without foreclosing future options. There has been increased pressure on the environment and the natural resources, the alarming consequences of which are becoming evident in increasing proportions. These consequences detract from the gains of development and may worsen the standard of living of the poor who are directly dependent on natural resources. It is in this context that guidelines that will help to weave environmental considerations into the fabric of our national life and of our development process be developed. Hence, land management policies and practices must be enforced so as to protect and conserve the important features of the natural and built environment of Clarendon.

Conservation of the Natural Environment

- Obj. C1 To ensure that development is sensitive to climate change impacts and the preservation of the most important coastal, landscape and vegetative features of the parish.
- Obj. C2 To ensure that the unique flora and fauna of the parish are maintained.
- Obj. C3 To prevent any increased marine and coastal contamination and degradation including those attributed to climate change (e.g. sea level rise, storm surge and erosion) which would adversely affect sectors, particularly the tourism and fishing industries.
- Obj. C4 To preserve and develop recreation facilities, green spaces and sea side parks which can adequately serve the population.
- Obj. C5 To ensure that land uses are allocated in a manner which—
- (a) does not compromise the quality and quantity of usable water;
 - (b) protects aquifers, wells, watersheds and other sources of water.
- Obj. C6 To support the replanting of forest for restoration of habitats, sustainable craft and industries, protection of water supplies and reduction in sediment transport and debris flow.

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

- Obj. C7 To prevent the occurrence of increased surface runoff.
- Obj. C8 To ensure that due consideration of multiple hazard vulnerability is fully integrated in land use zoning and development proposals for the parish.
- Obj. C9 To ensure that sufficient lands are provided to support all aspects of development needed to achieve the parishes' full potential
- Obj. C10 To ensure the rational and equitable provision of social services and infrastructure.
- Obj. C11 To ensure that cultural heritage assets are enhanced and protected and are accessible to all.
- Obj. C12 To promote mixed use developments that complement established and planned communities and that does not detract from the character and amenity value of the surrounding area.
- Obj. C13 To establish green belts in strategic locations which will protect the country side and prevent coalescence of existing towns and settlements.

MINERALS

Minerals are basic resources for development, the extraction of which can have positive or negative effects on the environment. Widespread and substantial deposits of limestone and aggregates occur at various locations throughout the parish and it is intended that these should not in any way be rendered incapable of extraction. There are also other minerals and ores such as gold, bauxite and sand are dispersed throughout the parish. While mineral resources should be protected from sterilization by urban and other development, it is also imperative that their extraction is carried out in a sustainable manner.

- Obj. M1 To guard lands of significant mineral wealth against encroachment by other uses or development that would prevent their exploitation.
- Obj. M2 To guard 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.

FIFTH SCHEDULE, *contd.*

- Obj. M5 To ensure minimized adverse effects on communities, the landscape, wildlife habitats during mineral extraction.

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. The parish of Clarendon is no different than Jamaica's energy sector which is highly dependent on imported oil, with limited use of renewable energy sources such as hydro and wind. Long-term planning for the Clarendon's energy sector must focus on strategies that facilitate the production of clean, renewable and affordable energy to satisfy the needs of the parish. Clarendon diverse topography allows for the harvesting of renewal energy sources such as wind in the hilly northern expanses and hydro from the Rio Minho and Milk River two of the largest rivers in Jamaica and solar energy on the vast flat lands in the south.

- Obj. E1 To ensure that the parish of Clarendon has access to stable and adequate energy supplies which enhance its competitiveness and improve the quality of life of householders.
- 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 in the Development Order Area are a vital part of its physical make-up and its identity. Many of the rural areas face significant challenges due to the decline in agricultural and manufacturing activities. The service sector is less developed within these areas thus impacting on the economic base being experienced is slow.

- 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.

FIFTH SCHEDULE, *contd.*

- Obj. RE2 To protect rural farm land from non-productive land uses and incompatible activities.
- Obj. RE3 To prevent the fragmentation of large agricultural lots into smaller non-productive units.
- Obj. RE4 To prevent urban or semi-urban developments encroaching onto productive farm land.
- Obj. RE5 To ensure that lands of high agricultural capability are used for agricultural purposes only.

URBAN ECONOMY

Currently Clarendon has a varied economic base consisting of a range of economic activities including agriculture, bauxite, small scale tourism and a variety of commercial activities. There is however the need to widen and diversify this base to ensure that more jobs are created for a wider cross section of the population. In this regard there is the potential for growth and development in such areas as service, eco-tourism and agro processing industries. In all local planning areas provisions will be made to encourage new and varied economic ventures geared towards the enhancement of the economic base of these areas.

- Obj. UE1 To encourage viable, vibrant and well designed commercial nodes which are easily accessible, convenient and provides a variety of uses.
- Obj. UE2 To maintain and enhance the competitiveness of business including encouraging manufacturing, services, tourism in Local Planning Areas.
- Obj. UE3 To promote urban regeneration particularly in areas requiring physical improvement or the enhancement of employment opportunities.
- Obj. UE4 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. UE5 To encourage a range of activities, facilities and services that are easily accessible within commercial nodes.
- Obj. UE6 To locate industrial sites in areas where they are near to raw material sources, existing infrastructure and social services.
- Obj. UE7 To locate factory sites so that economic benefits are dispersed and the employment base of principal urban centres are diversified.

FIFTH SCHEDULE, *contd.*

- Obj. UE8 To ensure that factories are established in areas where they complement other economic activities in their vicinity.
- Obj. UE9 To provide land that will ensure the balanced development of urban centres with public and commercial activity areas.

TOURISM

Although tourism is not a major economic base for the parish, it still provides a source of employment for some residents. It is prudent that the tourism product be enhanced, promoted and preserved.

- Obj. T1 To strengthen the cultural aspects of the tourism product in the Development Order Area to actively encourage local participation and promote new opportunities for the future development.
- Obj. T2 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. T3 To facilitate the development of a sustainable tourism industry while protecting the environment and factoring climate change considerations thereby fostering a desirable ecological balance.

WASTE TREATMENT AND DISPOSAL

The parish of Clarendon produces all types of wastes which include solid, hazardous wastes and sewerage. The changing socio economic and demographic variables in the parish of Clarendon have been influencing both the categories and quantity of waste produced. Some of these variables are population size and structure; changes in household size and composition; urbanization and expansion of economic activities.

The disposal of waste is a very important factor as improper disposal can or will lead to the breeding of diseases, rodents and also increases the problem of pollution. These objectives therefore are to ensure proper planning and development requirements and enforce environmentally safe standards to promote safe surroundings.

- Obj. WT1 To ensure that safe and sanitary conditions exist for the disposal of all types of waste, without any unacceptable risk or detrimental effects to natural resource or the environment.
- Obj. WT2 To encourage the development and upgrading of storm water drainage systems that are of a high carrying capacity, while being practical.
- Obj. WT3 Ensure that standards for effluent disposal are met before being disposed of in public water bodies.

FIFTH SCHEDULE, *contd.*

- Obj. WT4 To encourage reduction in the amount of waste produced and disposed of through the collection system by initiating re-cycling in terms of raw material and energy source.
- Obj. WT5 To promote public awareness campaigns that seeks to inform the public about proper waste management, and encourage participation in the management of wastes (such as sorting and recycling).

TELECOMMUNICATION

The growth in Information and Communication Technology sector over the last two decades have resulted in new methods in transmitting voice, data and video. It is therefore necessary to assess their impact on the environment and visual amenity of the Development Order Area. Thus, it is necessary to rationalize the installation of cellular base stations, satellite dishes, antennae etcetera.

- Obj. T1 To facilitate the installation of an effective telecommunications network in the Development Order Area that minimizes the adverse impacts to the community, and the natural and built environment.
- Obj. T2 To ensure that antennas and other facilities and apparatus used in telecommunications systems are located where they do not have adverse impact on the aesthetics of the surrounding areas.
- Obj. T3 To encourage the siting of this equipment away from public view and the sharing of facilities where possible.
- Obj. T4 To safeguard the development rights of properties within the Development Order Area.

SECTORAL POLICIES

The development of the parish will be guided by the policies outlined under the various thematic headings in this section of the document. These policies are intended to protect all aspects of the physical and environmental features (of the parish) while at the same time improve the character and quality of life for its residents. They are not intended to restrict development in any way but along with the “General Policies” will endeavour to promote resource sustainability. Specific policies have been developed for the local planning areas which are to deal with the situation existing in these areas and are to be used in conjunction with the other policies in this Order.

TRANSPORTATION AND TRAFFIC

Efficient transportation is fundamental for the conveyance of people and commodities both within and outside of the parish of Clarendon. The parish

FIFTH SCHEDULE, *contd.*

therefore requires a transportation infrastructure programme that is concerned with the planning and development of an adequate, safe and efficient road network and transportation which allows for maximum efficiency for all users.

Roads

The majority of the road infrastructure within the parish is in need of improvement. These improvements are in the form of road widening, bridge rehabilitation and reconstruction as well as facilities such as sidewalks and drains. Buildings will have to be setback from existing roadways to enable these activities to be undertaken.

POLICY SP T1 The planning authorities will only grant planning permission for developments along highways and or Class A main roads if they are located along a service road or if they are in locations which will not impact adversely on traffic flow.

POLICY SP T2 Planning permission will only be granted for individual isolated development with entry on the main road if they are in an area where adequate visibility is provided, it is safe to all road users and if it is a low generator of traffic.

The hierarchy of roads within Clarendon is divided into four distinct categories (Class A, Class B, Class C and other). This road hierarchy is designed base on the function that each individual road provides to the users and adjacent land uses. It is therefore necessary that adequate road reservations are made and that these be protected from intrusion and development. The hierarchy is shown in the road schedule in Appendix 6.

POLICY SP T3 All road reservations should be in accordance with the requirements set out in Appendix 6 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 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.

FIFTH SCHEDULE, *contd.*

It is important that buildings and other permanent structures be constructed at suitable distances from main and other roads so that they will not impede future improvements to them. Along a road with fast moving vehicles it is also safer for buildings to be located at sufficient distances from the roadways for safety purposes and to lessen the noise to residents as this can be a disruptive element. In areas where existing reservations do not conform to the requirements and it is impossible to do so, buildings should be setback from the existing road reservation and no building will be allowed which could obstruct or cause greater expense in acquisition to the Government.

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 any permanent structures such as walls, fences etcetera within the road reservation limits.

Service Roads are those used for direct access to individual lots within a residential area or for access to commercial premises. Although the volume of traffic which traverses them may not be heavy there are times, when they have to be upgraded especially to fit into a new traffic flow. Care has to be taken to ensure that this can be accomplished through 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.

POLICY SP T9 Where it is necessary to provide a service road or to widen an existing road to accommodate an additional lane 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 urban centre of the parish of Clarendon especially within the May Pen, Spalding and Frankfield local planning areas where many services are located in close proximity to each other. A balance has to be maintained between the use of roadways by pedestrians and the use of roadways to accommodate 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 reservation do not

FIFTH SCHEDULE, *contd.*

obstruct the free movement of pedestrians and where possible will endeavour to have them 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 and will ensure that adequate provision is made for pedestrians in this regard when new developments are undertaken.

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 visually impaired.

It is very difficult to see the movement of traffic when approaching intersections, making it necessary that the 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 The corners of 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 therefore 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 the 'T' intersections while avoiding the use of the "jog" intersection which is dangerous.

POLICY SP T15 The local planning authority will encourage the use of 'T' intersections or its variations as much as possible in the design and layout of subdivisions while avoiding the use of "jog" intersections.

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

FIFTH SCHEDULE, *contd.*

POLICY SP T16 Planning permission will not normally be given for development which would require direct access or egress on to or have an adverse impact on a main road or highway.

POLICY SP T17 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 a roadway and where it is possible for vehicle to enter and leave the premises in a forward gear.

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 T18 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 either avoid traffic congestion or their normal routes. The movement of these motor vehicles is a threat to road safety and contributes to noise and other environmental hazards in these areas causing discomfort to the residents. This activity will be discouraged through the introduction of engineering and traffic management measures.

POLICY SP T19 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.

Private motor car ownership is relatively high in Jamaica; however there are still a considerable number of people who depend on public transport for local travel. Public transportation is used to convey persons between various nodes within and outside of the parish for both social and economic activities. A significant percentage of the population of Clarendon rely on the various stage carriers and route taxis to transport them to their various locations. Without this service, a significant number of people would therefore be disadvantaged.

POLICY SP T20 Where large developments are being undertaken 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.

FIFTH SCHEDULE, *contd.*

- POLICY SP T21 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 T22 Priority will be given to coordinating land use changes with public transport provision so as to minimize the need to travel by means of private automobiles.
- POLICY SP T23 The local planning authorities will seek to ensure that road improvements and traffic management schemes have regard to the provision for public transport.

Motorists are affected by the oncoming lights of other motor vehicles especially if they fail to dim their lights. This situation could be alleviated on the dual carriageway if they are constructed with this in mind. Where possible the construction of two carriageways should be arranged unparallelled and be landscaped in such a way as to create an anti-dazzle screen of trees and shrubs. This would shield vehicle headlights from oncoming motorists. The same precautionary measures should be taken when service roads are constructed parallel to main roads or highways.

- POLICY SP T24 Where a dual carriageway exists or a service road is constructed alongside a main road or highway, the two tracks should be where possible unparallelled and the median landscaped to form an anti-dazzle screen.
- POLICY SP T25 Special attention will be given to the relationship of service and other parallel roads to highways and main roads to ensure the avoidance of dazzle to night drivers.

There are areas in Clarendon that are geologically unstable. During periods of heavy and prolonged rainfall, these areas are subject to erosion, flooding and land slippage. 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.

- POLICY SP T26 The local planning authority will seek to ensure that the relevant road authority will undertake an assessment of any area with unstable land or slopes before granting permission where this is required for any road works.

Where main roads have to be improved especially in rural areas with significant natural features, these features should be protected and enhanced for

FIFTH SCHEDULE, *contd.*

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 T27 Where natural features exist on improved main roads or extra land is available from road works the local planning authority will seek to have them landscaped for passive recreational purposes.

Parking

Parking is an essential element in the overall strategy for transport and its provision can have an impact on the use of the road network. Control of the size, location and type of parking bays is used to help achieve an overall approach to transportation. Off-street parking provision will be necessary to protect new developments from giving rise to indiscriminate on-street parking which would be detrimental to road safety, restrict 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 T28 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.
- POLICY SP T29 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 T30 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 T31 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 use with highest requirement.
- POLICY SP T32 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.

FIFTH SCHEDULE, *contd.*

The provision of public parking is the responsibility of the local planning authority. It is essential that public parking areas are located within each local planning area and or areas as the need arise.

POLICY SP T33 The local planning authority will seek to ensure the introduction of controlled parking zones where parking problems are particularly serious and adversely affect the operations of shops and other businesses.

POLICY SP T34 The planning authorities will support the development of multi storey parking garages where the need arises provided that they conform to the recommended guidelines.

On street parking controls are effective mechanisms in controlling commuter parking by providing parking spaces to priority users. In residential areas they can protect the amenities of home owners from illegal developments with inadequate parking and the overflow from adjoining developments.

POLICY SP T35 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 T36 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.

Special parking for people with disabilities will allow them to use their automobile to do business in commercial nodes of the parish. The provision of special parking should be based on the guidelines provided in the parking standards in Appendix 8 and 10 and the internationally adopted symbol in Figure 2 should be displayed to prevent others from occupying the space.

POLICY SP T37 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.

For some high density housing developments, due to the lot sizes sufficient parking spaces are not available for each given lot, for that reason parking is provided in car parks at convenient locations. In instances though where the car ownership ratio is high and lack of parking is evident. The residents will have to park vehicles on the street occupying spaces that should be reserved for visitors.

FIFTH SCHEDULE, *contd.*

POLICY SP T38 The provision of parking spaces in residential developments 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 it is not in use. Night clubs and public assemblies 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 an element of 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 T39 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 on suitable site elsewhere in close proximity.

POLICY SP T40 Where it is not feasible to provide parking to meet the local planning authority's normal requirements on site, the planning authority will give due consideration to have the shortfall made good on an alternative site.

Due to oversight 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 T41 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.

FIFTH SCHEDULE, *contd.*

POLICY SP T42 Where the planning authority supports parking on an alternate site the developer and or owner will have to enter into an agreement with the planning authority making the site available for the purpose in perpetuity.

Educational institutions such as basic schools, primary schools etcetera should not only conform to the Planning Regulations 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 T43 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 they should be landscaped.

POLICY SP T44 All car parks will have to be landscaped in accordance with criteria set out in Figure 5.

POLICY SP T45 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 set down 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 taken to avoid this practice. In such situations vehicles may have to park at the side or rear of the premises.

POLICY SP T46 The places where buses and trucks pick up or set down passengers and goods shall be located only where there is adequate space away from 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 and unloading of trucks and other 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.

FIFTH SCHEDULE, *contd.*

- POLICY SP T47 Developers will be required to provide vehicle loading and offloading bays within the curtilage of the site to be developed as set out in Appendix 8.
- POLICY SP T48 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 reservation to impede or endanger the movement of traffic.

Transportation Centre

There is no designated public transportation centre within the Clarendon Development Order Area; the May Pen Local Planning Area being the only exception. There is significant reliance of public transit within the parish and as such there is the need to construct transportation facilities or centres within other sections of the Order Area.

- POLICY SP T49 All transport facilities will be required to provide suitable access and facilities for the disabled.
- POLICY SP T50 All transportation centres used by the public should be provided with the necessary public conveniences and amenities.
- POLICY SP T51 The local planning authority will seek to ensure that the relevant authorities construct and maintain a transportation centre where possible in all local planning areas.
- POLICY SP T52 The planning authorities will ensure that all transportation centres have proper signage, parking bays that are properly structured and marked.
- POLICY SP T53 All transport centres or off street parking facilities, including parking lots shall be properly surfaced, and drainage provided so as not to cause any nuisance or damage to adjacent property or roadways.
- POLICY SP T54 All transport centres, parking lots and parking facilities shall be properly landscaped with materials which may be used as a visual medium and shall be maintained.

The safety of persons, especially women and children using transportation centres and car parks at nights cannot be overlooked. The possibility of criminal acts occurring against individuals at this time is much higher than during the day and in dark places than in well lit areas. Because of this attention must be given to the proper lighting and security facilities within these developments.

FIFTH SCHEDULE, *contd.*

- POLICY SP T55 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 two sea ports in the Development Order Area, one located at Rocky Point and the other at Salt River. With an anticipated increase in development in the region it may become necessary to upgrade and expand these facilities.

- POLICY SP T56 Lands adjoining these ports will be reserved where possible for the upgrade and expansion of these facilities.
- POLICY SP T57 The local planning authorities will seek to ensure that the associated supporting infrastructure is upgraded in keeping with the anticipated increase in development.
- POLICY SP T58 The local planning authority in conjunction with the relevant entities will seek to improve the existing port facilities to modern standards and technologies as the need arises.

There is a dormant airstrip at Vernamfield; to meet the long-term requirements for a multi-modal transportation hub, there are plans to establish an aerotropolis within the Vernamfield area. It will become necessary to acquire additional lands and conduct studies to facilitate the development of the aerotropolis.

- POLICY SP T59 Lands adjoining the Vernamfield Area will be reserved where possible for its expansion and the creation of an aerotropolis.
- POLICY SP T60 The local planning authority in collaboration with the appropriate planning authorities, will seek to ensure that new developments within this area are assessed on their own merit to ensure that such development would not affect the development of aerotropolis and associated facilities.
- POLICY SP T61 The local planning authority in conjunction with the relevant entities will seek to formulate a Development Plan for the Vernamfield Area as the need arises.

FIFTH SCHEDULE, *contd.*

HOUSING

Majority of the population of Clarendon lives in well maintained houses in pleasant residential environments. Several factors such as changing household size, age distribution and income have created great demand for new housing units over the years.

- POLICY SP H1 The housing needs of Clarendon will be met by:
- (i) improvement of the housing stock in various areas
 - (ii) provision of land to meet the requirements of a range of housing types in different locations depending on demand.

Proposals to change the use of residential properties may arise particularly in areas adjacent to commercial activities. This could result in the undesirable loss of residential accommodations, thus 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 it 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 development. A wide range of potential housing sites will therefore be available in Growth Centres to conform to the Settlement Strategy.

- POLICY SP H3 New housing development should be confined in the growth centres identified by the local planning authority and no permission will be given for large scale linear housing development outside of these areas.

- POLICY SP H4 New single family housing development only may be allowed in the existing confines of some villages where rationalized development is taking place.

- POLICY SP H5 In urban areas housing development will be allowed in accordance with land use and density proposals, and the other criteria which have been developed for these areas in the local area plan.

FIFTH SCHEDULE, *contd.*

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

POLICY SP H6 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 source of accommodation. 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 H7 The change of use of buildings to residential use will normally be permitted subject to employment, environmental, amenity and traffic considerations.

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 H8 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.

Housing in rural areas can be important for people with strong local connections who may have social reasons for living within that particular area and may not wish to move elsewhere. The local planning authority will in such situation carry out an assessment to determine the validity of the situation before making a decision.

POLICY SP H9 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 the area of susceptibility of slope failure, erosion and drainage problems. In an effort to protect the stability of these environmentally sensitive areas, and with

FIFTH SCHEDULE, *contd.*

due consideration to the impacts of climate change, control has to be exercised over development proposals to prevent the destruction of trees and the construction of hard paving that contribute to excess runoff.

POLICY SP H10 No housing development will be allowed on land that is steep and unstable, vulnerable to erosion, slippage, subsidence, flooding or other natural hazards unless satisfactory engineering works to mitigate such situation are submitted to and approved by the local planning authority and should conform to the Hill Side Development Guidelines in Appendix 21.

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 exists. Developers will therefore have to ensure that these are in place or can be provided simultaneously with the development before applying for permission.

POLICY SP H11 Applications will not be supported by the local planning authority in areas where there is a deficiency in amenities and utilities.

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 H12 In housing development space shall be set aside for children's play area and landscaping purposes inclusive of that reserved for driveways, parking areas and access ways as set out in Appendix 10.

Infill or vacant lots can often make a useful contribution to meeting an areas housing needs. Such proposals have to be viewed in the context of the changes that can be brought about in an area due to the loss of amenity. The density of the development and the privacy of the neighbouring properties will have to be taken into consideration in supporting such proposals.

POLICY SP H13 In main urban 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 sewage generated can be disposed of satisfactorily and the general amenities available in the area.

FIFTH SCHEDULE, *contd.*

POLICY SP H14 The proposals on infill sites should have no adverse effect upon the character, appearance and amenity of the surrounding properties and there is a satisfactory environment in terms of layout and design.

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 building be controlled. New building should be the same height as those existing and the density should protect the amenities of the surrounding areas.

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.

Single dwellings occupied by two or more people living separately are regarded as houses in multiple occupation. 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. They have a severe impact on their surroundings hence their creation has to be balanced against the character and amenity of the area.

POLICY SP H16 Where single family dwelling houses are being converted to 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 required car parking facilities (see Appendix 8).

Housing for the elderly, where care is provided on the premises or where people because of their age need assistance, 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 H17 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 the effect of any physical alterations to the appearance of the premises.

FIFTH SCHEDULE, *contd.*

Although it will not be normal to support elderly housing outside residential areas exceptions may be made for this activity if it is being located on a substantial property where the proposals would contribute to its retention or in an area allocated for development. To protect the amenity of the area any subsequent change of use will be the subject of planning permission and these conditions will be attached to the approval.

POLICY SP H18 Residential accommodation for the elderly will be permitted in residential areas; in conversion of large premises standing on their own extensive grounds and in or near the edge of towns where access to facilities can be provided.

House lots and build on own land hold the highest potential for Clarendon with the most highly demanded being construction of own unit.

POLICY SP H19 Adequate lands will be made available in housing areas to meet the needs of individuals who are desirous of constructing their own homes.

CONSERVATION OF THE NATURAL AND BUILT
ENVIRONMENT

The main objective of a conservation policy is to promote the integrated protection, preservation and development of land, water and other viable resources for their sustainable use and for the benefit of the nation as a whole. While the 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 the policy mechanisms are in place to combat these issues, while placing emphasis on sustainability and proper management.

Natural Environment

Clarendon's land cover to a large extent comprises of natural dry open forest (dry limestone forest), secondary forest and fields, sugar cane, bananas herbaceous crops and cultivated vegetables. There are also several forested areas located in the parish such as Pennants, Portland Ridge, Teak Pen, Bull Head, Peak River and Stephney John's Vale and Peckham to name a few. These are all crown lands, managed by the Forestry Department. Another area of significance is the dry limestone forest areas of the Brazilletto Mountains, which is an important habitat and requires protection.

POLICY SP C1 The local planning authority will seek to protect the natural environment and will impose conditions

FIFTH SCHEDULE, *contd.*

requiring the protection of existing habitats and established plant communities and their preservation and enhancement where necessary after.

- POLICY SP C2 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 adverse effect upon the environment and amenity of the surrounding area. (Such development may require an Environmental Impact Assessment.
- POLICY SP C3 Planning permission will not be given for any form of development which will involve the cutting down or removal of any trees within or on the perimeter of a Forest Reserve.
- POLICY SP C4 The planning authorities will resist the destruction of trees or clusters of trees which are of amenity or scientific value and will if necessary encourage the local authority to place Tree Preservation Order on them to such to ensure their protection.
- POLICY SP C5 The lopping or topping of trees along roadways or other public areas will require the permission of the local planning authority and relevant authorities.
- POLICY SP C6 The planning authorities will grant permission for new developments only if there is a provision for landscaping where is necessary. Details at the planning application stage should accurately identify planting area, including details of plant species, their size, densities in each location and existing or proposed services.
- POLICY SP C7 The planning authorities will normally refuse planning permission for any development that will have an adverse effect on conservation areas and or sites of natural value.
- POLICY SP C8 Planning permission will not be given for any form of development which will result in the degradation of habitat for endemic or endangered species of flora and fauna.
- POLICY SP C9 Development will be severely restricted within any Forest Reserve, Conservation Area or Protected Area and such development may require an Environmental Impact Assessment.

FIFTH SCHEDULE, *contd.*

The protection of natural waterways and water bodies has become increasingly important in maintaining natural ecological processes which positively enhance the amenity of the Order Area. The potential impact of climate change on these natural features must be outlined in development plans submitted for approval. Accurate surveys of drainage patterns and existing and proposed changes of levels in and over the site should be shown on plans being submitted for approval.

POLICY SP C10 The planning authorities will not consider applications for development which do not show all natural land features which are to be retained during construction with details for their protection during the period.

POLICY SP C11 Planning permission will not be granted for any development which infringes directly or indirectly (through felling, lopping, topping, pruning, changes to drainage patterns or ground levels, severance or compaction of roads), upon areas of woodland, as identified on the land use proposal map.

The topography of the parish lends itself to the formation of major wetlands especially to the southern section of the parish where the sea and land is at the same level. The Portland Bight Protected Area is one main area where wetlands exist in the coast of Clarendon which has approximately forty-eight kilometres (48km) of almost unbroken mangrove forest. This is the largest stretch of unbroken mangrove forest throughout Jamaica. These mangroves act as nurseries for fishes as well as are haven for other aquatic creatures.

POLICY SP C12 The local planning authority will not encourage any development along the coastline or within any mangrove forest which will negatively affect the integrity of the area.

POLICY SP C13 The planning authorities will ensure that environmentally sensitive or vulnerable areas are reserved as natural areas and greenbelt preserves for wild life and recreation whenever possible and be used as open space buffers between incompatible land uses.

Vast quantities of limestone can be found in Clarendon. The limestone areas are generally associated with caves, underground passages and sinkholes. The most popular are the Portland Ridge, Jackson Bay and Sandy Bay Caves. In addition to these caves there are approximately fifty seven recorded caves in the parish. The Portland Ridge Caves contain significant amounts of cave phosphates and bat guano which are used as fertilizers. Hence there will be vigilance in the monitoring of these in particular, to prevent misuse.

FIFTH SCHEDULE, *contd.*

- POLICY SP C14 The planning authority will not permit any development which will result in the endangerment of any species of bat or alter airflow or natural water flow of caves.
- POLICY SP C15 The local planning authority will ensure that the phosphate deposits are extracted on a sustainable basis through the imposition of planning conditions.
- POLICY SP C16 The planning authorities will normally permit eco-tourism development which will not result in the alteration or degradation of caves and supporting ecosystems.

The coastal belt of Manchester known as Canoe Valley is one of the most outstanding features of the South Coast and extends into the southern section of Clarendon encompassing the area known as Round Hill. It has a unique flora and fauna which is untouched and it is intended that like the Manchester section the natural elements are reserved and made available for the use and enjoyment of the public. This should not exclude private ownership of property nor developments which are low keyed and are compatible with the existing environment.

- POLICY SP C17 The area bounded by the coastline to the south and approximately 1.6 km to the north of the Alligator Pond to Vere main road and extending eastwards including the area known as Round Hill is reserved as a National Park and no large scale development or urbanization will be allowed within this area.
- POLICY SP C18 Any development allowed by the relevant authority in the above National Park should only be that which will blend into and harmonize with the existing landscape and which is for the enjoyment of the general public as is approved by the local planning authority.

Built Environment

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

FIFTH SCHEDULE, *contd.*

A list of those which are protected by the provisions of the Jamaica National Heritage Trust Act is indicated in Appendix 4. Rather than allowing those sites and their settings to be destroyed the Planning Authorities will seek to preserve them and to protect and conserve archaeological sites.

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

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| POLICY SP C19 | Permission will not be given for any development within the vicinity of any monuments listed by the Jamaica National Heritage Trust without approval from them. |
| POLICY SP C20 | 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 C21 | Before granting permission for the demolition of any building or the development of any site with historic or archaeological buildings, the planning authority may require the developer to provide information regarding the heritage importance of the site and the impact of the development on it. 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 within the context of 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 C22 | The planning authorities will support and encourage the identification, recording, protection and enhancement of archaeological sites, ancient monuments and historic landscape features and will not approve permission for development which would lead to their damage or destruction unless discussed with the Jamaica National Heritage Trust and special justification for doing so can be demonstrated. |
| POLICY SP C23 | The demolition of buildings with archaeological or historic features will only be allowed if there is no practical |

FIFTH SCHEDULE, *contd.*

alternative and with the permission from the Jamaica National Heritage Trust.

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

POLICY SP C24 Where works of restoration are necessary for any development every effort should be made to ensure that the original design is preserved.

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

POLICY SP C25 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.

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

POLICY 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.

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 buildings around them.

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 and start from scratch. While the benefits of this procedure can be easily appreciated one also has to look at the character of the environment and what such changes mean. Buildings should not therefore be

FIFTH SCHEDULE, *contd.*

demolished just to simplify a process but should instead be assessed and be protected if the features warrant it. However the scale of development may be such that protection of the old building is not expedient. When this occurs there may be no solution but to design a new complex.

POLICY SP 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 when a large scale development is proposed and the design and character of the buildings cannot fit into it.

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 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 C31 The local planning authority will not support development on Municipal Corporation 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 C32 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 Corporation also applies to lands owned by Central Government. There are instances in which lands have been acquired for parks and have been used for other purposes and these need to be safeguarded.

POLICY SP C33 Except as required for other necessary public purposes, planning permission will not be granted for

FIFTH SCHEDULE, *contd.*

development on publicly owned lands which have been designated as a park or open space and which shall be used for that purpose.

In view of the fact that government has access to publicly owned lands it is customary for it to undertake activities in areas in which they would not otherwise have been allowed or allowed only if certain criteria are met. Where lands have been zoned for conservation purposes (or, are in other sensitive areas) such activities should be so designed that they do not detract from the area.

POLICY SP C34 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 recreational use of the area.

Pollution may cause significant damage to ecological systems and wildlife habitats and can also impact residential amenity. Air pollution can cause adverse health problems from the emission of fumes, dust, and offensive smells. Poor water quality can destroy wildlife in riparian habitats and affect water based leisure potential. Developments which emit high levels of pollution will be treated cautiously when being assessed.

POLICY SP C35 The planning authorities will not grant planning permission for any development proposal which could lead to unacceptable levels of pollution and in dealing with such applications will take into consideration site location and mitigative measures.

Landscaping can add quality to the environment as it can screen unsightly buildings or land uses and assist natural conservation especially if native species are used. It can enhance the appearance of development providing texture and pattern where landscape is a major feature.

POLICY SP C36 Any new development will be encouraged to design landscape and parking schemes which allow for the percolation of water and the reduction of area of paved surfaces.

POLICY SP C37 Hard and soft landscaping is to be provided to the satisfaction of the planning authority as an integral part of any development proposals, where it is necessary to enhance the environment and setting of a new building or otherwise help integrate that development into its surroundings.

FIFTH SCHEDULE, *contd.*

- POLICY SP C38 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 C39 All new developments will be encouraged to design landscape schemes with nature conservation in mind including the planting of native none invasive species.

RURAL ECONOMY

Agriculture and manufacturing are the main economic activities in the Development Order Area. Agriculture is the most outstanding contributors to the economy in the rural regions.

It is important that lands of high agricultural capabilities be protected and rationalized to safeguard the economy of the area.

- POLICY SP RE1 The planning authority will give long term protection to the areas which have been delineated as agricultural lands on the land use proposal map and will give priority to the needs of agriculture over other planning considerations in dealing with any development applications in these areas.

Since agriculture is the main land use activity outside the built up area, it is imperative that this economic base is protected; development pressures should be resisted where they would divide economically viable and manageable farm units. The Planning Authority will not support the conversion of good agricultural land into non-agricultural activities.

- POLICY SP RE2 The planning authority will ensure that good agricultural lands are protected from encroachment by other uses and only intensive agriculture will be allowed on lands in Classes I to III of the categories relating to agricultural use areas.

The rural area provides attractive settings for the urban areas from which it obtains economic benefits and 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.

- POLICY SP RE3 The planning authority will seek to protect land outside the defined built up area from irreversible and

FIFTH SCHEDULE, *contd.*

unnecessary development and will ensure that permission for development in these areas is kept to a minimum.

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 land cultivation 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 or the planting of economic fruit trees from which substantial economic returns may be obtained, can be undertaken. However in dealing with such applications care will be taken to ensure that they have 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 which can contribute to the rural economy will normally be supported by the planning authority on poor quality agricultural land.

There are some uses which bear no relationship to the quality of the land and cannot always justify their location as being part of an agricultural use of an area. In some instances their existence jeopardizes the use of adjacent agricultural land and they will therefore be treated no differently from other forms of development.

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 citrus industry where some amount of processing is done in close proximity to the citrus orchards. Over time, other activities such as poultry and vegetables may follow suit. 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 where they strengthen the rural economy, as long as they are not located on good agricultural land, will not compromise the character of the area, or impact adversely on the environment or have a deleterious effect on surrounding uses.

FIFTH SCHEDULE, *contd.*

A developing trend is to establish “superstores” and “retail warehouse” shopping on the edge of urban areas. This location is attractive as the amount of space required for these developments is extensive and is unlikely to be available in the urban centre. Their provision in the right location can improve the economy and the quality of shopping overall in rural areas.

POLICY SP RE7 The planning authorities will normally support developments outside established shopping centres for superstores, retail warehouse and other retail uses if they are compatible with their surroundings and will not cause any adverse environmental impact on the countryside or the loss of good agricultural land.

As is the case in the sugar industry, there are times when it may be necessary to house a worker or workers in close 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 not as productive as it was before.

POLICY SP RE8 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 in extenuating circumstances only.

Greenhouses and other large buildings for intensive agricultural production often have fairly limited life. The existence of empty or derelict buildings of this type will not be acceptable as a case for permitting non agricultural development in a location which would be inappropriate. The building should be demolished and the site restored to agricultural use when no longer required.

POLICY SP RE9 Development (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.

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.

FIFTH SCHEDULE, *contd.*

POLICY SP RE10 Development 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.

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 RE11 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.

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 RE12 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 where they will not act as a catalyst to linear commercial development.

POLICY SP RE13 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 RE14 Proposals for improvements to local shopping facilities in villages or residential areas will normally be permitted.

FIFTH SCHEDULE, *contd.*

The efficient practice of agriculture and horticulture requires the provision of markets and other distribution facilities in convenient locations. These will normally be supported to facilitate farming activities.

POLICY SP RE15 Developments will normally be permitted where it is shown that it is necessary for the wholesale distribution of produce to and from local farms.

There are a number of 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, 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, fishermen will have to look seriously at 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.

POLICY SP RE17 The planning authority will ensure that fish ponds and related facilities are established in locations where they will not have any detrimental environmental effect.

Bauxite mining adds significantly to the rural economy of the parish of Clarendon 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 All operations concerned with and ancillary to the extraction of minerals constitute development and as such require planning permission from the planning authorities.

POLICY SP RE19 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.

FIFTH SCHEDULE, *contd.*

POLICY SP RE20 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 on the whole 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 etc.) 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 to complete the operation and restore the land in the shortest possible time.

POLICY SP RE21 Quarries must be located in quarry zones which will operate on strict conditional aesthetic guidelines and no permission will be granted for operation outside of this area except in extenuating circumstances.

POLICY SP RE22 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.

POLICY SP RE23 All mined out quarried 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.

Agricultural lands that are not suitable to be cultivated should not necessarily be released for other purposes such as housing development. Cultivating the land is not the only viable agricultural activity that can be undertaken. Other agricultural land uses include the rearing of animals and employment of greenhouse or hydroponic technologies from which substantial economic returns may be obtained can be undertaken. In dealing with such applications care will be taken to ensure that they have no significant effect on the environment or the aesthetics of their surroundings including other areas under agricultural production.

POLICY SP RE24 The local planning authority will normally support the development of alternative and innovative agricultural activities.

POLICY SP RE25 Development will not be allowed by the local planning authority on underutilized agricultural land if it will in anyway adversely affect the existence of arable agricultural lands.

FIFTH SCHEDULE, *contd.*

URBAN ECONOMY

The urban economy of Clarendon is centred around commercial, office activities, manufacturing and service industries. The commercial and office activities are confined mainly to town centres and their overall impact on employment is high. Office uses include Banks, Insurance Companies, Building Societies and Money Transfer entities. It is important that land be made available for the creation of new businesses and the extension of existing ones along with allotted land for manufacturing so that they are fully utilized in developing the parish's economy. The stated type of development must be sited and operated in an environmentally sustainable manner.

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

Where land and buildings that can generate employment opportunities exist, the local planning authority will ensure that they are retained for that purpose and will only release those that would be detrimental to the amenities of the area in which they are located. Exceptions may be made if there is documentary proof that there is no real demand for their use for such purpose.

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.

The Local Planning Areas are accessible via public transportation making it easier for commuters to use the good and services available. It is the intention that they be expanded to provide more services and employment opportunities in the areas in which they are located.

POLICY SP UE3 The local planning authority will seek to ensure that a variety of shops are provided in Growth Centres for food and general household shopping and will promote and encourage improvements according to local needs.

POLICY SP UE4 Proposals that will improve or otherwise modernize the commercial base of existing towns will normally be approved if they comply with the requisite conditions stipulated by the local planning authority.

Building frontages contribute not only to the character and design of a building but to the whole street scene as well. Proposals to alter a shop front will

FIFTH SCHEDULE, *contd.*

have to take into consideration the type of design existing in an area and conform to it. If the building is within a conservation area it should aim for historical accuracy and conformity. Other designs should be appropriate to the main building and wider street scene.

POLICY SP UE5 Where a shop front has a distinctive character and contributes to a building or street scene there will be a presumption against replacing it.

Car repairs, vehicle spraying of tyre repairs and muffler works are some activities related to the motor industry which provide employment for local people as well as providing a useful service. There is the processing and storing of minerals and building materials which also add to the local economy. These uses can adversely affect adjoining neighbours and are classified as un-neighbourly uses. Permission for them will be subject to stringent and enforceable conditions to protect surrounding residents or businesses. Where they exist in the wrong location the local planning authority will ensure that they are relocated at the earliest opportunity and will not grant permission for their further intensification.

POLICY SP UE6 In dealing with proposals for car repair work shop, tyre repair and muffler repair centres, regard will be given to the impact on the amenities of the surrounding area, particularly where residential accommodation is involved and will not grant permission for extension of existing uses.

POLICY SP UE7 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 and the local planning authority will seek the relocation of business places which are so inclined.

The disabled are often not taken into consideration in the design of development and therefore find it difficult to access most buildings. Sometimes when they do have access they are unable to use the facilities provided. Where developments are being considered the planning authorities will ensure that adequate provisions are made for the disabled.

POLICY SP UE8 The local planning authority will encourage that in all new developments open to the public and where practicable and reasonable, the change of use, alteration or extension to buildings for educational or transactions of business provide suitable access and facilities for disabled.

FIFTH SCHEDULE, *contd.*

Where large scale commercial or office developments are proposed, the necessary public amenities such as sanitary facilities for public use are to be provided. The local planning authority will determine what the provision should be after an assessment of the intensity of the development.

POLICY SP UE9 In considering large scale commercial or other development certain public facilities such as toilets, facilities for recycling and children's play area will have to be provided.

The use of vacant space above commercial facilities can add life and vitality to an area outside of business hours. In this regard, use for the purpose of residential activities and entertainment purposes such as night clubs are ideal. The type of use will depend on the location and facilities available such as parking. Developers will be encouraged to have separate access to the upper floor that will not affect the daily operations of the complex.

POLICY SP UE10 The local planning authority will encourage proposal to bring disused or underused floor space especially those over shops back into beneficial use such as for residential purposes, (or office use) or entertainment facilities in areas where they will not exacerbate traffic problem or injure the amenities of an area.

The processing and storing of minerals and building materials add to the local economy. These uses can adversely affect adjoining neighbours and are classified as un-neighbourly uses. Permission for them will be subject to stringent and enforceable conditions to protect surrounding residents or businesses. Where they exist in the wrong location the local planning authority will ensure that they are relocated at the earliest opportunity and will not grant permission for their further intensification.

POLICY SP UE11 Permission will not granted for un-neighbourly industrial activities, or other uses likely to be detrimental to the amenity of a locality or pollute the natural environment and the local planning authority will seek the relocation of business places which are so inclined.

POLICY SP UE12 In dealing with proposals for light industries, regard will be given to the impact on the amenities of the surrounding area, particularly where residential accommodation is involved.

The National Industrial Policy seeks to promote transformation of the Jamaican economy through the expansion of existing industrial activities and the promotion of new ones, in targeted areas. To achieve this goal it will be essential to identify and establish special locations for the purpose.

FIFTH SCHEDULE, *contd.*

POLICY SP UE13 In keeping with the industrial policy the planning authority will support the development of specialized industrial areas, and industrial space for small business in appropriate location.

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

POLICY SP UE14 Considerations will be given for a part of residential units to share a use with commercial or business activity in areas not zoned for such uses (e.g. residential areas).

POLICY SP UE15 Light industrial uses may be allowed in areas zoned for office or commercial use as long as they will have no harmful effects on the amenities and infrastructure existing in the locale where they will be established and will be assessed on their own merit.

TOURISM

Although tourism is not considered to be one of the major contributors to the economic base of the Development Order Area, the sector is growing and the area presents vast potential for further development of the tourism product for the non-traditional tourist. This could be realized through the parish's rich cultural heritage and intrinsic natural resources. It is with this vision that there have been attempts to develop the south coast as an alternative to the north coast as a tourist destination.

POLICY SP TO1 Planning permission will normally be granted for tourism proposals on appropriate sites providing there is no overriding conflict with the policies in this Order especially those under "Tourism".

While the parish's full potential has not been tapped, the Milk River Spa has consistently been a major tourist attraction; located in south Clarendon the Spa boasts a hotel and the famous Milk River Baths. This facility has been reputed for the therapeutic value of its waters that has been attributed to the cure of certain ailments.

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

POLICY SP TO2 Proposals for hotels, guest houses, villas and other service accommodation will normally be permitted within built up areas and in areas identified for the purpose where the facilities are available to service this type of activity.

FIFTH SCHEDULE, *contd.*

POLICY SP TO3 Conversion of buildings of historic and architectural importance into tourist accommodation especially in rural areas where this would contribute to the conservation of the building will be supported.

POLICY SP TO4 Proposals for new or improved tourism facilities and attractions will be supported on appropriate sites for such development subject to the siting, design and environmental, visitor management, and climate change considerations being satisfactory.

While enabling the development of tourism facilities, the local environment has to be safeguarded in the interest of local residents. Small facilities such as bed and breakfast will be encouraged in order to stimulate local entrepreneurship and allowing for greater interest/appreciation of their contribution to the development of the sector.

POLICY SP TO5 Developments 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.

It is in the interest of the motoring public to have certain facilities established along heavily used roads for their convenience and comfort. These should be at locations where they do not conflict with conservation policies nor interfere with the flow of vehicular traffic.

POLICY SP TO6 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 they are being located. They should be adequately landscaped and conform to the density, height, floor area ratio, ground coverage and all other development requirements for the area.

POLICY SP TO7 The height of hotels, guest houses and other tourist accommodation should not exceed the planning criteria established for the area in which they will be located.

In some instance 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 they do not detract from or have any harmful effects on the surroundings.

POLICY SP TO8 Service facilities will be allowed in areas where man-made features are developed as attractions and in conservation areas.

FIFTH SCHEDULE, *contd.*

MINERALS

Minerals are valuable, finite, renewable and non-renewable natural resources. These raw materials if optimally utilized in a sustainable manner will contribute significantly to Jamaica's economy. The Mineral Industry is a conglomeration of activities geared at exploiting these resources to produce raw material and or value-added mineral products consumed by the various sectors of the economy. This should be undertaken in a sustainable manner to mitigate the dereliction of the landscape; 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 but in a sustainable way.

POLICY SP M1 The local planning authority will seek to ensure that mining and quarrying applications are submitted to the appropriate authorities before any operation commences.

POLICY SP M2 Where there are possible adverse effects on the environment, the local planning authority will not recommend approval for a permit or license to the relevant authorities.

Clarendon has a range of commercially exploitable metallic and non metallic minerals such as: limestone, bauxite, clay, marble (Braziletto, Rodon Store and Thatch Pen), gold (Pennants), copper (Pennants & Charing Cross Bellas Gate), silver, zinc and lead. The Mines and Geology Division (MGD) has delineated two (2) quarry zones in Clarendon, which are, the May Pen and the Rio Minho Quarry Zones.

POLICY SP M3 Quarries should be located in quarry zones and the local planning authority will not recommend that they be established in any other location except in extenuating circumstances.

POLICY SP M4 The local planning authority will recommend that the number of quarries within any location be limited by the relevant authorities to avoid over exploitation of resources.

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, discharge from mines and or surface run off from dumps.

POLICY SP M5 Processing plant should be located as close as possible to the mineral deposits and will be assessed in terms of their impact on the surrounding areas.

FIFTH SCHEDULE, *contd.*

POLICY SP M6 Processing plant and 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.

Where proposals fall outside the quarry zones or where there are no zones in the area and it is intended to develop the land such application will be assessed for its potential impact on the surrounding areas before permission is granted.

POLICY SP M7 Lands which have mineral deposits and are slated for development may be mined or quarried on a priority basis and be prepared for the development to the satisfaction of the planning authority.

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

Minerals are found at various locations within the parish and it is intended that these should not in anyway be rendered incapable of extraction as a result of urbanization. However since minerals are also diminishing assets they need to be protected from wastage or sterilization. Caution should be exercised as the rate of regeneration 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 M9 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 M10 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 local planning authorities or relevant authorities.

POLICY SP M11 All mined out agricultural land is required to be restored to its agricultural use or as closely as possible there to before it was mined.

POLICY SP M12 Lands which cannot be restored to its original state/land cover should be transformed into an aesthetically attractive area by using local and endemic plant species.

FIFTH SCHEDULE, *contd.*

Alumina processing disposal lakes (Mud Lakes) are a feature of the bauxite industry and are evident in Clarendon where bauxite is found extensively. As production, demand and capacity increases for the product the need for additional lands to discard bauxite residue also increases. Mud lakes are normally located in valleys; when there are no valleys, they end up on good agricultural lands or on lands that are more suitable for other uses.

POLICY SP M13 No permission will be granted for good agricultural lands to be converted into mud lakes unless there are no suitable alternative lands available.

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 M14 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 M15 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.

Sand (both inshore and offshore) should not be regarded as a major source for extraction purposes. These deposits are not extensive and the rate of generation by natural means is not as rapid as the rate of removal, resulting in the destruction of the beaches. In line with anticipated sea level rise and intensity of storms, and the likelihood of increased coastal erosion the climate change impacts should be adequately considered before any approval is granted.

POLICY SP M16 Permission for the extraction of sand will only be supported by the planning authorities in exceptional circumstances.

POLICY SP M17 The extraction of onshore coastal sand will not be permitted except under exceptional circumstances and sand extraction in such situations will be strictly controlled. Sand extracted under these conditions should normally be used in the landscaping/rehabilitation of eroded coastal areas in the immediate area. Sand should only be exported under exceptional circumstances and be utilised for the above stated reasons where approval is granted.

FIFTH SCHEDULE, *contd.*

- POLICY SP M18 All material that is excavated as a result of construction of an approved development must be disposed of in accordance to a plan submitted and approved by the local planning authority and in line with conditions outlined in SP M13 above.

WASTE TREATMENT AND DISPOSAL

Waste Treatment and Disposal options within the parish of Clarendon are (but is not limited to) the usage of pit latrines, septic tanks and other satisfactory method of disposal. Presently, the parish is without a central sewage system to address the amount of sewerage that is excreted daily from the communities. However, there are a number of treatment plants within the parish that are associated with housing developments.

Consultations with the Health and Environmental Ministries suggest a move toward the disuse of primary sewage disposal techniques to a secondary and or tertiary treatment and disposal methods. This will be a more environmentally friendly way of disposing faecal matter.

- POLICY SP WT1 Permission will not be granted for any new development or extensions to existing development within a sewerred area unless provision is made for connection to the central sewerage system.
- POLICY SP WT2 Planning authorities will seek to encourage the development of or improvements to pumping stations and sewage distribution and treatment facilities within the order area.

Sites that are developed without proper and adequate sewage facilities result in the contamination of adjoining sites and causes underlying pollution to the environment. Refuse from developments located close to the coast often goes untreated and is discharged directly into the Caribbean Sea causing disarray to fisher folk and negates the fishing economy.

To safeguard against this, it will be necessary that central collection systems be installed either individually or collectively within the order area for developments outside centrally established sewerred areas.

- POLICY SP WT3 Where densities are higher than seventeen (17) dwelling units per hectare and an aggregation exceeding three hundred persons, or where otherwise necessary because of environmental conditions, the units should normally be connected to a central collection system.

FIFTH SCHEDULE, *contd.*

Areas in which central collection facilities are absent, households should discharge their sewage by means of one of the methods approved by the local planning authority. This should however, take into consideration the type of building, lot size, soil characteristics, sources of ground water and topographical conditions existing in the area.

POLICY SP WT4 For single family houses on lots larger than one tenth (1/10) of a hectare, the treatment and disposal of sewage should be by means of septic tank and tile field with grease trap or any other system approved by the local planning authority.

POLICY SP WT5 For single family houses on lots of five hundred and seventy eight square meters (578m²) and larger with maximum density not exceeding eighty-six (86) persons per hectare and a total ultimate population not exceeding three hundred persons, waste disposal should be by means of septic tank and tile field with grease trap incorporated where the soil is considered suitable.

In positioning disposal facilities strategic measures should be implemented so as to ensure they do not pollute or are in a position to pollute underground water sources and other sources of domestic water supply. Septic tanks are to be design in accordance with the Ministry of Health holding capacity requirement for effluents.

POLICY SP WT6 No tile field shall be located in the vicinity of an actual or potential wells, rivers or source of domestic water supply as long as there is a chance of polluting the ground or surface water.

POLICY SP WT7 Septic tanks should be designed so as to give the required retention time and avoid short circuiting.

POLICY SP WT8 There should be a minimum vertical distance of one meter between the bottom of a tile field and the maximum elevation of the ground water table or any layer of rock or impervious material.

Due to high costs and the difficulty experienced in providing piped domestic water supply systems especially within rural and hilly areas, the recycling of grey water and the provision of rain water for secondary use should be seriously considered. Waste water from basins, baths, and showers can be recycled.

POLICY SP WT9 The use of rain water and recycled grey water for secondary uses in buildings will be encouraged and

FIFTH SCHEDULE, *contd.*

provision should be made for this in development proposals.

- POLICY SP WT10 New housing developments which are served with a piped domestic water supply system should make provision for the use of rain water and grey water for the watering of plants and gardens.
- POLICY SP WT11 Developments having large landscaped grounds, golf courses, or management of public green and open spaces should make provision for the use of recycled water to irrigate these areas.

Solid waste is broadly defined as non-hazardous, industrial, commercial and domestic refuse. This is sent to the Riverton Waste shed located in Kingston as there is no landfill present within the parish. Garbage collection is managed by the National Solid Waste Management Authority, and is collected by Metropolitan Parks and Market (MPM) Waste Management Limited, Southern Parks and Markets Ltd. and other private contractors.

- POLICY SP WT12 Existing and proposed civic amenity waste sites and transfer stations should have satisfactory access to and from the site and should not be detrimental to environmentally sensitive areas nor should the activity in any way be a nuisance to adjoining uses.

Solid waste is disposed of using different clearance methods. One of the most common methods is the process of using sanitary landfills. With this process particular attention should be given to avoid the pollution of water resources and adjoining lots. However, careful screening and continuous assessment of the area can prevent harmful effects. This method of solid waste disposal should therefore be encouraged in the Development Order Area.

- POLICY SP WT13 Solid waste should be disposed of in landfill sites and these should be sited so that there is no detrimental effect on surface or underground water resources and pollution of other resources is prevented.
- POLICY SP WT14 Where landfill is used as the method of solid waste disposal there should be an acceptable scheme of restoration with the planning authorities to make the land suitable for an agreed use.

Where facilities are not adequate for the storage of garbage and other solid waste material, a breeding ground is provided for insects and rodents. This tends to be more prevalent in commercial districts and is to a lesser extent applicable to

FIFTH SCHEDULE, *contd.*

residential locations. Precautionary measures should therefore be taken in the form of providing satisfactory receptacles on these premises.

POLICY SP WT15 Commercial, industrial, office, and multifamily developments should provide vector/rodent proof receptacles on the premises for the storage and disposal of garbage.

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

POLICY SP WT16 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.

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

POLICY SP WT17 Commercial and other business places should provide receptacles on their premises for the storage and disposal of garbage.

POLICY SP WT18 Solid waste management plans showing the separation, use and disposal of solid waste shall be submitted with development applications.

POLICY SP WT19 Public markets should provide composting sites for vegetable waste on a daily basis.

Recycling is becoming increasingly important, due to global environmental issues for economic reasons. Any form of recycling involves development implications as every proposed location has to be approved by the relevant authorities. Recycling facilities can range from small recycling centres in housing developments or shopping areas to depot space for the sorting and handling of recycled materials.

POLICY SP WT20 The local planning authority will seek to ensure that provision is made for recycling facilities in new developments to facilitate the recycling of solid waste.

FIFTH SCHEDULE, *contd.*

ENERGY GENERATION AND CONSERVATION

The provision of reliable and sustained energy supply throughout Clarendon is primarily the responsibility of the Jamaica Public Service Company Limited. The cost to produce this energy is unsustainable due to increasing world oil prices. Imported petroleum accounts for ninety four percent of Jamaica's energy consumption. It is therefore imperative that alternate energy sources be identified and utilized.

There is a growing acceptance that more of the country's energy requirements will have to be produced from renewable sources such as hydro, solar and wind. Consideration will have to be given to the protection of optimal areas for such energy generation from sterilization. The Local Planning Authority will support the establishment of such where suitable sites are found. Environmental Impact Assessments will generally be required for these types of developments.

POLICY SP E1 The local planning authority will be mindful to grant planning permission for alternative energy sources 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 E2 Renewable energy developments connected to the national grid will be safeguarded from development which would conflict with their operations.

Solar power is only available on an individual basis in most instances as a supplementary energy source. Although panels are needed externally to collect the solar energy, these should be placed in locations where they have minimal visual impact.

POLICY SP E3 Where planning permission is required for proposals to use solar energy, applications will be considered on the basis of the visual effects of the structures proposed and the need to protect vistas and heritage buildings or sites.

POLICY SP E4 Where it is necessary to have heated water, the planning authority will require that buildings be designed so that they can make use of solar heaters.

Energy conservation is necessary to reduce costs and also to promote environmental values. Encouraging energy 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 the building.

FIFTH SCHEDULE, *contd.*

- POLICY SP E5 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 E6 The planning authority will support the heights of buildings which are such that it makes it unnecessary to install elevators or other lifting devices which conserve electricity 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 E7 The construction of electricity substations will be supported at appropriate locations 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 E8 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 aesthetically pleasing device.

TELECOMMUNICATION

The Information and Communication Technology sector is one of the world's strongest and fastest growing sectors. These technologies have the potential in empowering and enhancing development in Jamaica.

The implementation of such technologies in the Clarendon Development Order Area is vital in promoting economic and social growth across the parish, including the improvement of individual livelihoods, community prosperity and the achievement of national development goals. 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.

The siting and design of these facilities should at all times be such that they do not have a severe impact on the character and visual amenity of the environment, see Appendix 16.

- POLICY SP TELE1 Base stations and transmission masts/towers will be approved in areas where they do not impact negatively

FIFTH SCHEDULE, *contd.*

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. 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 on the health of residents in their vicinity. 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 them will be assessed to ensure that they are protected.

FIFTH SCHEDULE, *contd.*

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 destroy the amenities of an area and threaten the health and welfare of those living in the communities of which they are a part. Such equipment should safely be disposed of by the network operators in accordance with any standards or guidelines provided by the relevant agencies and authorities, and appropriate measures taken to reinstate the land to its original state or as near there to as possible.

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.

The increase in the number of participants in the telecommunications industry has given rise to a proliferation of antennae especially in rural areas. This equipment is tall and prominent and is always located where they are a visible feature of the landscape. This has threatened the visual quality of some areas, reinforcing the need for their control. Where satellite dishes, microwave transmitters, radio masts and other telecommunication apparatus have to be installed, they will be measured on their own merits taking into consideration their 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

FIFTH SCHEDULE, *contd.*

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 cable services, normally require satellite receiving antennae and these are usually installed in locations where they are incongruous. They should be screened from public view, through design, artwork and or landscaping to minimize the visual impact so that they do not impinge on the amenities of any residents adjacent or in close proximity to the site.

POLICY SP TELE13 The erection of antennae on business premises will normally be permitted where the proposal is such that it 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 developments have very little environmental effect and are mostly confined to satellite antenna. A satellite dish of up to 70cm in diameter is permitted development and will not require planning permission depending on its location. Those above this size will need planning permission and special attention will be paid to their location. Ground mounted antennae will be less obtrusive than wall or roof mounted 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.

FIFTH SCHEDULE, *contd.*

Although telecommunication devices are not compatible with historic or other heritage buildings or even townscapes due to their nature, permission will be granted if they have minimal effect 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 (see Appendix 3) or on buildings within conservation areas and 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.

It is indisputable that telecommunications have contributed to modern living. The dependency on this means of communication will continue and designers and architects should make provision for its future need. 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 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, satellite and other transmittal and receiver equipment become smaller and more powerful. Domestic satellite dishes now range in size from 45centimeters (18 inches) to 0.9 metres (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.

FIFTH SCHEDULE, *contd.*

- 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.

GENERAL DEVELOPMENT POLICIES

The General Development Policies are intended to supplement the Sectoral Policies, they are of a general nature and can be applied to all areas and will be relevant in considering applications throughout the Clarendon 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 GD 1 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.
- POLICY GD 2 The planning authorities will not give approvals for major residential or commercial development—
- (1) outside of the urban built up areas except to satisfy a local justifiable demand.
 - (2) where adequate provisions have not been made for infrastructure and utility services
 - (3) which will destroy the environment, exacerbate climate risks or which will sterilize or destroy the enjoyment of an important resource.
 - (4) 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

FIFTH SCHEDULE, *contd.*

existing or planted trees and woodlands of significance within the area being developed will be retained and maintained. Where their existence is likely to be threatened, the local planning authority will seek to have them protected by Tree Preservation Orders.

POLICY GD 3 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 GD 4 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 urban fence will be zoned to preserve amenity and open space. It is the intention of the local planning authority that open spaces and recreational 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 they will be protected from abuse and vandalism. Only uses consistent with their preservation will be considered in these areas. This includes development of recreational buildings, buildings for cultural use and necessary car parking facilities. Unrelated uses such as shops and houses will not be permitted.

POLICY GD 5 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 GD 6 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 GD 7 Only temporary structures will normally be allowed on public open spaces, except recreational buildings and facilities where it satisfies the planning authorities that those structures are absolutely essential to the everyday operation of the facility.

Non-conforming uses are those activities existing in areas that have not been zoned for the purpose and with which they are out of character. It is anticipated

FIFTH SCHEDULE, *contd.*

that where these exist, the land affected will revert to a use in conformity with the requirements of this order and they 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 its existing location.

POLICY GD 8 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.

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 to which the disabled has access.

POLICY GD 9 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 developments accessible by them and all developments should be designed accordingly.

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

POLICY GD 10 The local planning authority will seek to preserve and conserve buildings of architectural and historic importance and their features both in the long and short term and will seek the cooperation of the owners and occupiers in this regard.

POLICY GD 11 In considering applications for development on or within 91 meters of sites of archaeological significance the local planning authority will refer them to the Jamaica National Heritage Trust for comments and advice.

FIFTH SCHEDULE, *contd.*

There are many activities which are important to the residents of the parish but at the same time can be a nuisance to them and have a detrimental effect on the environment. As such they are inappropriate in residential areas and the centre of town areas. These uses are known as bad neighbour uses or backyard industries and involve the breaking up, repair and spraying of motor vehicles and the storing and processing of minerals and building materials. They usually have a high level of outdoor activities and should be accommodated on special sites such as those for heavy industry away from residential areas. The local planning authority will concentrate them in acceptable locations where they will have to be screened and landscaped to minimize their impact.

POLICY GD 12 New bad neighbour use developments or the extension or intensification of existing bad neighbour use outside of their designated area will not be permitted.

POLICY GD 13 Bad neighbour uses will be confined to the area designated for that purpose except it can be shown that the proposal is not suited to the sites available.

There are several sections of some local planning areas in Clarendon that has a domestic water distribution problem and so a lot of the residents rely on catchment tanks to fulfil their needs. It does not seem as if there is a short term solution to this situation so residents will still be dependent on catchment tanks and therefore these should not be abandoned.

POLICY GD 14 Rainwater harvesting will be encouraged in residential and other developments to improve access to potable water supply system.

POLICY GD 15 New developments which are served with a piped domestic water supply system are encouraged to make provision for the use of rain water and grey water for 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 are concentrated mainly in the northern, central and southern regions of the parish. Flood plains perform an important function in the control of flooding in the lower reaches of a river course, and coastal areas and should therefore be preserved and left undeveloped. New development on lands previously not developed 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.

FIFTH SCHEDULE, *contd.*

- POLICY GD 16 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 either on site or elsewhere.

THE DESIGN OF NEW DEVELOPMENTS

The local planning authority expects that the design of new developments will be of a high standard, having a high quality of building design and site layouts, and being in sympathy with the character and nature of the area in which they are to be located. The provision and siting of community facilities, the layout of building areas, including density, spacing, grouping and orientation will be considered in the grant of planning permission. The size, height, colour and finishing materials of buildings and the use to which they are to be put will be controlled to ensure proper standards of design and amenity.

- POLICY GD 17 New developments will only be approved by the local planning authority where the necessary infrastructure and amenities are available and where they conform to the policies requirements and guidelines for such developments as set out in this Development Order.
- POLICY GD 18 Planning permission will not be granted for any development which would have a significant or adverse effect upon amenity and privacy of adjoining properties.
- POLICY GD 19 All single family single storey residential buildings and horizontal multiple housing will be required to setback a minimum of 1.2 meters from side property boundaries and a distance to be determined by the local planning authority from rear property boundary to the farthest projection of the building at ground level to allow for side and rear yards.

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

- POLICY GD 20 All new major developments will normally be required to provide safe and satisfactory onsite parking facilities with areas clearly identified for the disabled as set out in appendices.

FIFTH SCHEDULE, *contd.*

POLICY GD 21 All public buildings should be designed with ramps and other devices which will enable the disabled to access them easily.

There are certain establishments such as sit down and fast food restaurants which are required to provide sanitary facilities for their patrons in addition to that provided for employees. The facilities should be maintained in a clean condition and accessible by the public during business hours. The design should be such that they can accommodate those with physical disabilities. Where there is no public facility within 15m of a fast food restaurant and no facility is provided for the public access is to be given to the staff facility.

POLICY GD 22 All new shopping centres, restaurants, hotels and other businesses used by the general public should have public sanitary convenience for both able and disabled in accordance with the standards set out in the Development and Investment Manual, Volume 1, Section 1—Chapter 2, prepared by the National Environment and Planning Agency 2005.

It is expected that new residential developments and resorts will provide a safe and attractive living environment. In making applications for large scale housing developments such as town houses, apartments, hotels and resorts a survey landscaping 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 important that trees which have been retained be protected during and after the period of construction. Any tree destroyed during the process should be replaced.

POLICY GD 23 A landscaping proposal plan is to accompany the submission of an application to the local planning authority for resort, hotels and town house and apartment developments and no operations should take place on the site before permission is granted for the application.

POLICY GD 24 New developments will be expected to conserve any wildlife features that exist on the site and create appropriate wild life habitats and sanctuaries where possible.

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 trees. In commercial or other similar developments where it may not be possible to retain trees their replacement will be required in the form of new landscaping with varieties adaptable to the environment.

FIFTH SCHEDULE, *contd.*

POLICY GD 25 Planning permission for development likely to result in damage to or the loss of trees which makes a significant contribution to the character and appearance of an area will except in extra ordinary circumstances be refused by the local planning authority in which case the site would have to be landscaped satisfactorily.

In subdividing land a variety of street design such as grid, modified grid, curve linear, cul-de-sacs, loops and P-loops and a variety of 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 and clusters of trees, and other forms of vegetation and structures and sites of architectural, historical or archaeological interest respectively into consideration. Consideration should also be given to the nature and character of adjoining developments and the type of services which will be supplied by the developer. The convenience, amenity and safety of the community are to be of paramount consideration.

POLICY GD 26 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 through the continuation of roads into lands which have not yet been sub divided in order to integrate utility and public services and other activities.

POLICY GD 27 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 the case.

POLICY GD 28 The land required to be set aside to meet community needs in residential subdivision should be of appropriate dimensions, shape slope and location in accordance with the requirements set out in Appendix 11, Residential Density, Standards and Control.

POLICY GD 29 In reserving land for open space in large subdivisions, the local planning authority will give consideration to the provision of 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.

FIFTH SCHEDULE, *contd.*

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 their rate of absorption. This will be necessary to ensure that development is promoted and the subdivision is not premature.

POLICY GD 30 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 to encourage development.

A high quality of layout and design is expected and can be achieved in developments that have a wide range of densities. Very low densities can result in the wasteful use of land in urban areas, while high densities can generate more traffic than the system can accommodate, reduce the amount of open space to be provided and adversely affect the amenities of adjoining properties. Residential densities will be used to control the amount of development that takes place to ensure that the best use of the land is achieved.

POLICY GD 31 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.

Roads provide the basic framework around which new neighbourhoods are developed. They establish the neighbourhoods' structure and have a major influence on the visual and functional character of emerging communities. All subdivisions must be connected to an existing network in accordance with Appendix 6, traffic generation and its impact on the road system will be taken into account when new development proposals are being considered. Importance will also be given to safety and environmental factors at all times.

POLICY GD 32 All new development road networks will be required to be designed in accordance with the Road Schedule Guidelines in Appendix 6 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. It is generally convenient for both shoppers and traders in this way and the land use proposals map reflect areas for such uses. Planning control aims to steer new shops to these areas having regard to the shopping needs of the population. In large developments however, shops will be needed as a single use, as part of a residential unit or as shopping centres to serve

FIFTH SCHEDULE, *contd.*

neighbourhood needs. Irrespective of the type and size of the facility they will require careful location and planning in relation to other developments.

POLICY GD 33 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 for all categories of buildings is to ensure that an adequate amount is provided for each development. The spaces should be located within the building line on the premises that it is intended to serve in such a manner that it will not be injurious to the amenities of adjoining premises. They should be landscaped, especially in commercial areas as shown in Figure 5. The bays should be practical shapes that allow for the manoeuvring of vehicles.

POLICY GD 34 The provision of car parking will be in accordance with the requirements indicated in Appendix 8 to ensure adequate provisions of off street parking spaces. The standards and 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 attractive quality if designed properly. Traditional shop fronts are usually based on classical architectural features adapted to the needs of the business place. In the case of modern shop fronts the design should be creative and innovative, enhancing the buildings and their location. They should not obscure or damage the existing architectural features nor detract from the property. New shops should be adjacent to those already existing rather than being isolated.

POLICY GD 35 The local planning authority will ensure that the provision of shop fronts is of a high standard of design and appearance and relate to the architectural characteristics of the area or buildings of which they form a part.

POLICY GD 36 Wherever possible new shops should be located adjacent to those already existing so that they can provide greater convenience to customers rather than being isolated.

POLICY GD 37 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

FIFTH SCHEDULE, *contd.*

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 GD 38 Where shops are designed as part of or attached to a residential building they should maintain the character of the host building 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 it protects the surrounding amenities as well as that of the new development.

POLICY GD 39 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 be in accordance with the existing buildings and overall scale of the area and have regard to the form and materials of adjoining buildings.

Developments which impinge on local views will 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 GD 40 The local planning authority will normally refuse permission for any development which will have a detrimental effect on views being enjoyed by occupiers of buildings whether or not they are located in close proximity.

In designing new development public areas should be such that they look and feel safe to users. A number of measures can be taken in this regard and also in assisting in the reduction of the occurrence of vandalism. Proper lighting and illumination of concealed places are two such factors that could be applied.

POLICY GD 41 When considering proposals for new development and changes of use, the local planning authority will take

FIFTH SCHEDULE, *contd.*

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 fire fighting is a matter to be dealt with by developers and the relevant authorities. The local planning authority will take this into consideration in dealing with applications.

POLICY GD 42 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 GD 43 All new subdivision development over 10 lots shall be required to reserve a suitable lot for the storage of water for domestic purposes with fire fighting capabilities.

Activities or sources of pollution of the environment such as noise, air etcetera will have to be dealt with by the planning authorities. They have to be assessed when dealing with applications to ensure that they do not impact severely on the environment. The necessary consultation will be had with the relevant agencies in this regard.

POLICY GD 44 When considering proposals for new development which involves the possibility of pollution or other forms of hazards the local planning authority will take account of their location in relation to other developments.

POLICY GD 45 The disposal of solid 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 property and sometimes result in health and safety problems. Such waste areas should be screened to prevent tampering.

POLICY GD 46 All new developments will be required to make provision for the storage and collection of solid waste in such a manner that it is not environmentally unfriendly.

Strategic gaps are intended to prevent the coalescence of existing growth centres. By doing so this allows each to have individual and identifiable character which should be retained. There will also be policies in “rural areas” which will apply to strategic gaps.

FIFTH SCHEDULE, *contd.*

POLICY GD 47 Strategic gaps will be maintained and only in compelling circumstances will development be permitted to take place within these areas or will the areas be removed.

Storm water run-off from building sites 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 GD 48 Developments shall require disposing of storm water run-off from roofs and properties on their own property or under the side walk. No permission will be given for such storm water run-off to be disposed of 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 GD 49 During the construction stage of a development all possible source of fugitive dust generation should be sprinkled to avoid its dispersion 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 GD 50 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.

NEW SETTLEMENTS

A number of Towns 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, where there is a real need for development in terms of a village to grow to allow people to remain in it or to facilitate a special type of development,

FIFTH SCHEDULE, *contd.*

consideration could be given to the proposal. Care 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 not threatened by future development pressure in anyway which would degrade it.

POLICY GD 51 The local planning authority will give due consideration to the establishment of new settlements where these 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 GD 52 All proposals for new settlements should include the necessary social amenities and physical infrastructure and facilities needed for the residents.

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 GD 53 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 so that the residents can live in a healthy environment.

POLICY GD 54 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 Appendices.

There are several well established communities scattered throughout the parish which either because they are too small or too isolated and cannot be considered as growth centres. 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 proposals map. Where this situation occurs, they are intended to accommodate future residential developments. This would however, be dependent upon the various services and amenities being available.

POLICY GD 55 Planning permission for all new housing development will normally be granted if satisfactory provision has been made for access to appropriate local facilities and services to meet the needs of the likely resident population. If

FIFTH SCHEDULE, *contd.*

satisfactory provision for access to existing facilities and services cannot be achieved or if this additional use would give rise to problems for the local community a new housing development may be required to make additional provision within or in association with the existing development.

All housing development and sub division of land in excess of ten lots require that adequate space be not only reserved for certain basic social amenities such as open space but be developed and or constructed simultaneously with the housing units by the developer. This is necessary in new settlements outside of Local Planning Areas where the schemes are not usually located near to existing facilities making residents experience great hardships in accessing necessary social facilities and amenities. In addition to the open space requirements set out in Appendix 11 there are other facilities that are required by the community which are expected to be provided by the developer. A list of the standard requirements for these community facilities are indicated in Appendix 11. The site for all amenities should be easily accessible by the community and should therefore not only be reserved but the development be undertaken or caused to be undertaken by the developer. This is to be done on a timely basis so that they are available to the residents upon occupation of the development.

- POLICY GD 56 Where new housing developments are being undertaken on green field sites the developer will be required to build or caused to be built the amenities and facilities set out in Appendix 10 and Appendix 11 of this Order.
- POLICY GD 57 The local planning authority will seek to ensure that such facilities conform to the requirements set out in Appendices 10 and 11, that they are available upon occupancy of the scheme by residents and will grant no further approval for such development until there is compliance.
- POLICY GD 58 Proposals for the development of the required facilities should take into account:
- (a) The need to be accessible to all sectors of the community;
 - (b) The effect of the local environment; and
 - (c) That local centres will remain the focus of shopping, commerce, cultural and social activity.

FIFTH SCHEDULE, *contd.*

ENERGY GENERATION

The parish of Clarendon relies solely on the national grid for their electricity supply; hence 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.

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| POLICY GD 59 | The planning authority will encourage the concentration of developments instead of having them dispersed in an effort to reduce the cost of the provision of electricity services. |
| POLICY GD 60 | The planning authority will allow the creation of bio-gas projects to be included in commercial, residential and industrial developments. |
| POLICY GD 61 | The planning authority will ensure that the design of new buildings take into consideration energy conservation and renewable energy techniques. |
| POLICY GD 62 | Where wind, solar and other forms of energy development can take place, developers are required to seek planning permission from the planning authority before undertaking such activities. |

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 Clarendon is undertaken. Special attention will be given to, ingress 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.

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| POLICY PFS 1 | Filling stations will not normally be permitted close together on one side of any road unless there is similar provision on the other side sufficient to reduce traffic crossing. |
| POLICY PFS 2 | Where it is anticipated that a road will develop as a limited access road the siting and design of the Station should conform to the special standards for ingress to and egress from such roads. |
| POLICY PFS 3 | The layout and design of all filling stations should be in accordance with the guidelines in Appendix 9 of this order. |

FIFTH SCHEDULE, *contd.*

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

POLICY PFS 4 Permission will only be given for new petrol filling 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 PFS 5 Developments which are not sensitively designed and integrated with surrounding areas will not be given planning permission.

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

POLICY PFS 6 “Vapour recovery pumps” should be installed in all new PFS where the petrol being dispensed contains benzene.

CONTROL OF ADVERTISEMENT

The display of advertisement will 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 is required.

The regulations set out the general framework for the control of advertisement, but the power of the planning authorities there under may be exercised only in the interest of amenity and public safety. Applications to display advertisement will 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 set out herein as the planning authorities will pay due regard to them in dealing with applications.

POLICY CA 1 When considering proposals for the display of advertisements the planning authorities will take into consideration:

- (i) whether it is an appropriate location given the character and appearance of the surrounding area.

FIFTH SCHEDULE, *contd.*

- (ii) the general siting, size and dominance of the proposal and its impact upon the amenity of the locality including vistas or features of visual interest.
- (iii) all relevant safety considerations and standards relating to land, air and water transport.
- (iv) the siting and illumination of advertisements within conservation and heritage areas where particular attention will be paid to the design, to ensure the maintenance and enhancement of the historic character and appearance of the area.

POLICY CA 2 The planning authorities' decision in dealing with advertisement will be influenced by the advertisement regulations guidelines in Appendix 18 and the above policies.

RURAL AREA POLICIES

The landscape of Clarendon is relatively flat with the exception of lands in the north and the north eastern section of the parish which has topography of hills and valleys. Rural economic livelihoods within the parish are supported by mainly jobs in the agricultural, commercial and manufacturing sectors.

POLICY RAP 1 Proposals for development which involves the change of use of good agricultural lands will only be permitted in exceptional circumstances. Proposals 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 that there is no alternative site on a lower grade land available and that it 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 an alternative site is not available.

POLICY RAP 3 Lands which are highly suitable for agricultural purposes will be preserved for that use and quasi-

FIFTH SCHEDULE, *contd.*

agricultural subdivision onto such land will not be entertained.

The reuse of redundant farm buildings in rural areas can aid in the diversification of farm businesses that can contribute to the economic development of the parish. This however has to be balanced against the need to conserve the character of the rural area. There is also the need to ensure economic viability in the rural area to support farm businesses and maintain the viability of local services. 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.

POLICY RAP 4 Recreational, educational and tourist related businesses in rural areas will normally be acceptable within redundant farm 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.

Indications are that agricultural lands within rural areas have been declining over the last decades resulting rural lands being pressured for housing development. Most times these lands can be used for agricultural related activities but are allowed to remain in ruinate by the owners to justify the demands for change.

POLICY RAP 7 The planning authority will seek to protect agricultural lands especially in the rural areas and will not normally grant permission for development unrelated to the needs of agriculture and forestry in these areas.

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

FIFTH SCHEDULE, *contd.*

number of these centres have been identified in the parish, there are settlements outside of the Local Planning Areas where services and amenities are available and where housing developments are required to satisfy special local needs. In such situations the local planning authority will give due consideration to such applications. Where permission is granted such developments should be in sympathy with those existing in the surrounding areas.

POLICY RAP 8 New housing development in rural areas to satisfy special needs will normally 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 9 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 10 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 and local distinctiveness. Where developments are located on slopes/hillside Appendix 21 will apply.

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. They will not be treated any differently from any other forms of development. This is especially so where they could lead to the division of a farm unit and jeopardize the remaining agricultural land.

POLICY RAP 11 Agricultural or horticultural development which are not dependent on the agricultural capability of land will only be permitted if there is no conflict with other country side resources and if it will not jeopardize the long term availability of good quality agricultural land.

Some agricultural activities do not require planning permission as they are exempted under permitted development, others do and it is important as far as possible that these are sited and designed to prevent conflicts with other countryside interests.

POLICY RAP 12 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.

FIFTH SCHEDULE, *contd.*

At times people are desirous of constructing new homes in isolated sections of the rural areas. This may act as a catalyst for the development of other residence or the creation of a new village without the requisite infrastructure. Where this is a one off situation such as the need for a worker to live permanently or near his place of work or the owner wishes to live on his farm will require justification for planning permission to be granted. In all situations the economic viability of the farm will be paramount in assessing the application.

POLICY RAP 13 Agriculture dwellings will not be allowed in isolated areas except where it is necessary that a farm worker or the owner is to be accommodated on an economical viable farming unit.

The demand for land for recreational and leisure use sometimes range from small areas for playfield to intensive areas such as golf courses. These should not only be compatible with the area in which they are located, but should where possible provide and consolidate the strategic gap between towns.

POLICY RAP 14 Proposals for recreational development in rural areas will normally be permitted if it does not seriously impact the character and appearance of the surrounding area or conflict with agriculture and other important rural area interests including the amenity of nearby housing.

POLICY RAP 15 Planning consideration will be given to applications for golf courses and other uses that will require large land areas for recreational use where:

- (i) the development will not result in the appreciably loss of good agricultural land;
- (ii) the proposal would not have an adverse impact on areas designated for conservation and other environmental purposes;
- (iii) the proposal would not have an adverse impact on historic building;
- (iv) roads in the vicinity are adequate to carry an increase traffic flow.

POLICY RAP 16 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.

FIFTH SCHEDULE, *contd.*

Conserving the productive land resources of the parish implies helping to maintain a prosperous farming industry and rural area. Planning policies can impinge on farming with disastrous effect. The decision on whether land is to be taken out of agriculture will not alter its importance. It is the result of such actions in agricultural production that will have to be considered.

POLICY RAP 17 The local planning authority will attach major importance to the need to safeguard agricultural production in all their decisions concerned with development in the countryside and refuse planning permission for or otherwise oppose changes of use or development involving the subdivision of agricultural land into unproductive units. This consideration will be informed in part by food security considerations occasioned by climate change.

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 even if abandoned.

POLICY RAP 18 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 on 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 19 Proposals for new residential development outside of the local planning areas and rural settlement nodes will be permitted only if it's rural in character and will not conflict with the appearance of the area in which it is to be located.

FIFTH SCHEDULE, *contd.*

In some rural communities, residents may find it difficult to use services in the built up areas such as child care facilities because of the distance from their homes. In such situations they would benefit from small scale facilities located nearer to their residences. 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 20 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 they can sell their produce. A method of distribution would be through the establishment of shops in strategic locations near to settlements encouraging the sale of agricultural produce.

POLICY RAP 21 Permission will normally be granted for farm shops where these 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 their use or redevelop for other purposes. Any such proposal must respect the open nature of the areas in which they are located.

POLICY RAP 22 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 historic and architectural importance or buildings with special features, these may have to be converted to other uses to achieve this goal. This would relate to farm or estate houses that have been abandoned.

POLICY RAP 23 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.

COASTAL DEVELOPMENT

The coastline of Clarendon is comprised of approximately 48 Kilometres in extent and contains some of the least developed areas of that parish yet some of

FIFTH SCHEDULE, *contd.*

the most outstanding ecosystems that require the utmost care in order to be safeguarded from the adverse effects of coastal development.

The coast is a complex environment where many of the interactions between natural processes and human activities are not always well understood and where potential damage to the environment is both uncertain and significant, therefore requiring a precautionary approach to development issues. It is therefore, the role of the planners to reconcile development requirements with policies which will protect, conserve and where necessary preserve the environmental quality and recreational opportunities of the undeveloped coast of Clarendon.

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| POLICY CD 1 | Development proposals requiring a coastal location will generally be directed towards the developed coast. |
| POLICY CD 2 | Development proposals for the undeveloped coast will generally be considered acceptable where it can be demonstrated that no other suitable site exists elsewhere along the developed coast and the social and economic benefits of the proposal outweigh the potential detrimental impact on the undeveloped coastal environment. |
| POLICY CD 3 | The planning authority will not normally grant permission for any development in areas that will conflict with the conservation proposal shown on the land use proposals map and will at all times protect them from being developed. |

Regard will be paid to the visual and physical impact of coastal development, particularly on the undeveloped coast. Where development is approved, conditions will be imposed to minimize any adverse impact on the environment.

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| POLICY CD 4 | Development will not be permitted if it materially detracts from the scenic quality or scientific value of the undeveloped coast. |
| POLICY CD 5 | Where the planning authorities grant permission for development along the coast, they will ensure that the design is of a high standard and that scenic views to the sea are kept free from development. |
| POLICY CD 6 | Buildings and structures shall be located in such a way that they avoid any adverse effect on the general character of the existing coastline in the area in which they are to be located. |

FIFTH SCHEDULE, *contd.*

There are certain industries which by their nature require a coastal location, these include salt water aquaculture, ports and marinas and some energy schemes. Large development proposals are likely to present the greatest threat to the natural, cultural or scenic environment but the cumulative effect of smaller developments can be just as damaging. In considering applications for the location of any of these activities the planning authority will ensure that they do not conflict with existing uses or diminish the sites potential. Applications for major developments on the coast are likely to require an environmental impact assessment.

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| POLICY CD 7 | The planning authorities will normally consider development proposals for the establishment of coastal dependent industries which will not impact adversely on the coastal environment |
| POLICY CD 8 | The planning authorities will take into consideration, the cumulative impact of developments when assessing proposals for development along the undeveloped coast. |
| POLICY CD 9 | Development proposals for the establishment of industries such as certain types of agriculture abovementioned which will not adversely impact on the coast will be supported provided that all else is in accordance with the other relevant planning requirements. |

Clarendon has recreational facilities on its coast which include public bathing beaches such as Welcome and Jackson's Bay beaches) and at the head of the Salt River.

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| POLICY CD 10 | The planning authorities will not grant permission for any development on land adjacent to the line of high water mark which would preclude general public access to and along the foreshore. |
| POLICY CD 11 | The development of beaches will be allowed to the degree that ensures their usefulness and safety without impairing their natural endowment. |
| POLICY CD 12 | The planning authorities will not normally approve the erection of any permanent structure, fences, or obstructions within 50 metres of the high water mark. |

Clarendon has an extensive coastline which supports many fishers based in the parish and probably more based outside who fish in the area. There are a number of fish landing sites located along the coast with the Rocky Point fishing beach which is located on the west coast being the most populace one. There are six (6) fishing

FIFTH SCHEDULE, *contd.*

beaches with approximately 2,730 fishers operating from these locations. Fishing has been a traditional economic activity in the community of Rocky Point one of the main fishing area in the parish and is the livelihood of several fisher folk in the area and should be encouraged and supported. Lands will be reserved for a fishing beach which will enable the fishermen to provide the facilities necessary for an efficient operation both in terms of anchorage and supply of materials and equipment needed for their operations.

- POLICY CD 13 The site reserved for a public fishing beach on Map 1 shall be used specifically for that purpose and the planning authority will only grant permission for activities directly related to the fishing industry at this location.
- POLICY CD 14 The planning authority will support any action taken to ensure that, the fishing beach has the necessary storage, selling and waste disposal facilities that will enhance and make it more attractive to customers.
- POLICY CD 15 The planning authority will not support any developments that will have any adverse effect on the fishing industry.

Setback provisions from high watermark ensure that development is prohibited in a protected zone adjacent to the coastline. The prudent use of development setbacks from the coast establishes a safe distance between buildings and the active beach or riparian zone. This can ensure that space is provided for a beach/banks to move naturally, both during normal events and during weather events, thereby safeguarding the beach and or banks for all to enjoy and that coastal infrastructure remains intact.

- POLICY CD 16 The amount of setback from the high watermark shall be a minimum of 50 meters and may, in relation to the physical conditions existing in the area, be varied for beaches by the Beach Control Authority and for streams and rivers, by the planning authorities.
- POLICY CD 17 The planning authorities will only allow recreational and service facilities and will not support any form of development that would adversely affect ecologically sensitive coastal areas.

The coastal area and coastal waters are to be protected against pollution by the control of adjoining development and of such development inland, the effluent from which might be harmful to the marine area, irrespective of how it

FIFTH SCHEDULE, *contd.*

reaches to the coast. Development proposals are to be examined with regard to prevention and or the control of pollution particularly in the most sensitive areas along the coast. The planning authorities may declare sensitive water bodies where careful monitoring of the adjoining land uses is necessary to maintain acceptable water quality standards, especially water bodies used for recreational purposes.

POLICY CD 18 Development along the coast or along inland water bodies and waterways reaching the coast will only be allowed by the planning authorities if such proposals would not be detrimental to the environmental quality of the coast and the surrounding areas.

Clarendon's shoreline possesses the longest contiguous mangrove lined coastline in Jamaica. The wetlands of Clarendon that fall within the boundaries of the Portland Bight Protected Area (PBPA) received international recognition when they were designated Jamaica's third Ramsar site (i.e. Wetland of international importance) under the RAMSAR Convention for the Protection of Wetlands and Waterfowl on 2 February, 2006. All four native mangrove species are present, that is, Red Mangroves (*Rhizophora mangle*), Buttonwood (*Conocarpus erectus*), White Mangrove (*Laguncularia racemosa*) and Black Mangroves (*Avicennia germinans*). Key mangrove wetlands include Salt River Bay and Peak Bay.

The role of these coastal wetland ecosystems in maintaining shoreline stability and preserving biodiversity along the coast of the Order Area has been well recognized.

POLICY CD 19 The planning authority will not grant permission for developments that require an extensive amount of dredging or filling of wetland areas unless it can be shown that no other suitable area exists along the developed coast and that it will not undermine the integrity of the wetland and its significance.

POLICY CD 20 Where proposals for development along the undeveloped coast are located in or near a protected wetland area the Planning Authority will ensure that all development plans are subjected to an Environmental Impact Assessment (EIA) to assess any potential damage to the integrity of the area that would affect its use and function.

FIFTH SCHEDULE, *contd.*

- POLICY CD 21 The planning authority will at all times ensure that the traditional uses of wetlands are maintained and that they are protected from the development side effects of pollution particularly industrial effluent, sewage and sedimentation.

The coastal habitat includes coral reefs, seagrass beds and mangroves. Clarendon coast is one of the most important habitats in Jamaica for migratory wild ducks as well as for endangered and protected species such as the American crocodile (*Crocodylus acutus*) and the West Indian Whistling Duck (*Dendrocygna arborea*). The area is also an important nesting ground for birds, habitat for fish and nesting areas for turtles. The fringing reefs located along the coastline, break waves and prevent coastal erosion. These areas should therefore be preserved in order to protect both the coastal areas as well as species.

- POLICY CD 22 New developments or extensions which will adversely affect the coastline or destroy the nesting ground and forage of turtles and other wildlife will not be allowed.

- POLICY CD 23 Planning permission will not be granted for developments which will cause destruction of mangroves which protect the areas' coastline and which are also a habitat for a wide variety of species.

Typical coastal vegetation includes mangrove, coconut palms, sea grape, machioneel, sea-side mahoe, acacia and various varieties of beach grass. In all coastal areas, care must be taken to preserve existing vegetation, particularly where it plays a vital role in stabilising the beach or contributes to the landscape character of the area.

New landscaping with indigenous species should be undertaken to replace any vegetation lost by development. Steps may also be required to minimize disturbance to natural cover through the introduction of other measures, such as controlling access by vehicles.

- POLICY CD 24 Development will be resisted if it would lead to the loss of significant areas of coastal vegetation, particularly if the vegetation plays an important role in stabilizing the beach.

Possibilities are that water sporting activities may become popular along the coastal area or within the harbour and facilities on land may be needed to accommodate the watercraft. Along with visitors' boats, space may be needed to moor those owned locally. Location for this facility will be treated on its merit when permission is sought but should not conflict with the amenities or the

FIFTH SCHEDULE, *contd.*

environment in the proposed area. Presently, there is some yachting activity in the Salt River area which points to the possibilities for the development of this area's tourism product.

- POLICY CD 25 Proposals for boat moorings, areas for boat parking on land and associated facilities will normally be permitted as long as there will be no serious adverse impact on the environment.
- POLICY CD 26 Proposals for the creation of marinas and jetties will be given favourable consideration provided they are of a scale and design appropriate to their onshore location and add to the recreational amenities for the public.

Islands, Cays and Shoals

There are a number of offshore (coral) islands/cays as well as a diverse coastal fringe. The associated cays include Salt Island, Pigeon Island, Bare Bush Cay, Portland Cay, Long Reef, Hans Reef and Pelican Reef. In addition to functioning as recreational and artisanal fishing areas, they are also very important habitats for resident and migratory species and also rare and endemic species such as the American Crocodile (*Crocodylus acutus*) and the Hawksbill turtle (*Eretmochelys imbricate*).

- POLICY CD 27 (a) In developing Cays for recreational activities, the Local Planning Authority will give consideration to the erection of structures of a temporary nature only and the provision of facilities that will not negatively impact on the local environment.
- (b) The recreational use of Cays will be restricted during the main turtle nesting period of June to November.
- POLICY CD 28 Tourism projects based on low impact cultural heritage and eco-tourism may be permitted provided that they conform to the prescribed environmental and planning standards guidelines and have no deleterious effects on flora, fauna or the marine environment.

LOCAL PLANNING AREAS

Local Areas for which plans are prepared are Growth Centres based upon specific spatial criteria that helps Government to plan where growth and development should occur in sustainable, economically and environmentally sound

FIFTH SCHEDULE, *contd.*

manner at selected locations in the parish. Government agencies will focus their limited resources on these towns which have been identified as priority areas for growth and development. An array of resources will be brought in rather than being spent in an ad hoc way in creating new infrastructure system in different areas in the parish thereby saving resources.

These areas are dynamic and efficient centres for development that have a core of commercial and community services, residential development and natural and built land marks and boundaries that provide a sense of place. Within these areas there will be public and private investment in services, facilities, buildings, transportation, fresh water and waste water systems and some combination of schools, commercial and industrial buildings and housing.

They will concentrate people, social and infrastructural services and economic activities in a manner which allows the basic facilities to be within reach of most people at minimum cost while making for efficiency in land use.

The encouragement of development within identified Local Planning Areas (Growth Centres) is also intended to reduce the pressure for sprawl development outside of the area and to give priority to public investments that would facilitate development within these areas. The locations that have been selected as growth centres are those with existing infrastructure and underused structures and resources rather than undeveloped or Greenfield sites. However, in some communities it may be necessary to provide new infrastructure or extend or expand existing ones to support compact growth.

These Local Planning Areas or Growth Centres have a mix of land uses and will provide housing with a price range covering a full spectrum of income levels. Their boundary shows where the town expects to grow during the process of development and lands within the boundary are expected to be used for urban purposes. However, where there is an industry within the area that depends on agriculture as a source of raw material this land will be protected over the life of the industry. Lands outside the urban boundary will continue to be used for agricultural purposes and zoning will generally prohibit urban development and densities in these areas.

The Policy therefore, is that agricultural lands within the Local Planning Area boundaries will continue to be used for such purposes until they are needed for urban development at which time they will be released in an orderly and progressive fashion unless circumstances dictate otherwise.

MAY PEN LOCAL PLANNING AREA

May Pen, the capital of Clarendon, is classified as a regional centre in Jamaica's Settlement Strategy 1997. May Pen lies approximately 50 kilometres west of Kingston, in the northern section of the Clarendon Plains. It was developed primarily as a

FIFTH SCHEDULE, *contd.*

midway point between Kingston and Mandeville and also as a linkage to the growth centres of the north western section of the Island.

The boundary of the May Pen Local Planning Area covers an area of 9,475.19 hectares (23,412.88 acres) and extends from the Four Paths community in the west to Pleasant Valley and Sevens Woods in the north and from Chandlers Pen in the east and southerly to the Hayes community.

The Local Planning Area was developed at the main axes of railways and roads; two factors that have contributed to its continued growth. Today it is one of Jamaica's fastest growing urban centres and has been increasing since 1960. STATIN (2001) showed that the May Pen Local Planning Area had a population of 63,459, in 2011 the population increased to 68,225, which represented a 7.5 percentage increase, which is 27.84(%) percent of Clarendon's population. An annual growth rate of .73 percent was also recorded during the inter-censal period 2001 - 2011. Assuming that this growth rate remains constant the population of the May Pen Local Planning Area is expected to increase to 70,741 in 2016 and 73,349 persons in 2021.

May Pen Local Planning Area was once known for its thriving agricultural economy, today it is known for its major contributions to the manufacturing, mining and commerce sectors. This is as a result of its rapid population growth and uncontrolled development that has led to the encroachment on arable agricultural lands, urban sprawl, the proliferation of squatter settlements and linear development throughout the locality.

As the major urban centre of Clarendon in terms of the delivery of services, it contains several important public institutions, service and office entities, and commercial and industrial facilities.

TRANSPORTATION AND TRAFFIC

Transportation routes are vital for the conveyance of people and commodities in any area. They do not only link residents to services and facilities but also act as a stimulus to local economic development by increasing accessibility to vital areas.

The transport system of the May Pen Local Planning Area comprises of roads and railway, however public passenger railway service ceased operation in October 1992. The main mode of transportation now is by private and public vehicles such as route taxis and mini buses which ply routes to and from surrounding communities.

The town of May Pen acts as a hub for vehicles coming from other parishes. The main thoroughfares which traverse the local planning area are Main Street, Manchester Avenue, Chapelton Road, Trenton Road, Glenmuir Road, Four Paths

FIFTH SCHEDULE, *contd.*

Main Road and Palmers Cross Road. The proliferation of developments along these roads as well as the associated traffic necessitates intervention in order for the smooth flow of traffic through the town. The local planning authority will support the rehabilitation of the road network including the installation of sufficient lay-bys, bus bays or other related facilities. The appropriate General Development and Transportation Sector Policies of this Order may also be applied where relevant.

- POLICY MP T1 The planning authorities will support rehabilitation of the arterial or any other roads carried out in the area that seeks to improve or add adequate vehicular and pedestrian facilities, for the use and safety of all road users.

Public Transportation Centre

The May Pen Local Planning Area acts as a major point of transit for commuters throughout the parish as well as for inter parish commuting. There are approximately five public transportation facilities within the core of the local planning area that accommodate buses and taxis. The local planning authority will continue to encourage public and private partnerships to establish and develop these centres to meet the needs of the travelling public.

- POLICY MP T2 The local planning authority will identify and secure suitable lands to provide for future expansion of the transportation centres.

- POLICY MP T3 The local planning authority will seek to secure lands identified on the May Pen Land Use Proposed Map (Inset 1) opposite the May Pen Tax Administration Building to establish future transportation facilities.

The buses and taxis that ply the various routes throughout the area or to other Local Planning Areas arbitrarily pick up and set down passengers around and/or within the central area resulting in congestion along the major thoroughfares.

- POLICY MP T4 The local planning authority will ensure that transportation routes and bays are clearly identified and marked in the transportation centre.

- POLICY MP T5 The local planning authority will seek to ensure that the transportation centre is provided with amenities necessary for the use and comfort of commuters.

There is usually a considerable amount of vendors and commuters in public transportation centre, thus supporting facilities need to be provided for their

FIFTH SCHEDULE, *contd.*

comfort and convenience. The movement of the vendors also need to be regulated as they cause increased traffic delays. The local planning authority will ensure that the authority responsible for the operation of these centres take the necessary steps to control the number of vendors and their activities on the premises.

- POLICY MP T6 The local planning authority will seek to ensure that transportation centres are provided with amenities necessary for the use and comfort of the commuters such as snack counters and sanitary conveniences and that vending activities are regulated.

Road Network

The main thoroughfares (Main Street and Manchester Avenue) are generally congested during peak traffic hours. This situation is exacerbated by bottlenecks in vehicular flow caused by, amongst other factors, street side vending and the haphazard setting down and picking up of passengers by public transport.

The road network system is designed to facilitate both vehicular and pedestrian movement throughout the town. The streets however are very narrow with some areas having no sidewalk reservation resulting in pedestrians walking onto the roadway. This situation worsens when motorists park along the roadways.

- POLICY MP T7 The local planning authority will seek to ensure that adequate sidewalk facilities are constructed for the safety and convenience of pedestrians including the disabled.
- POLICY MP T8 Development proposals which would be likely to create or worsen unacceptable traffic conditions will not be permitted unless satisfactory mitigation measures can be provided.

Vehicular Parking

The May Pen Local Planning Area is faced with a parking problem as it is heavily utilized by pedestrians and vehicular traffic. Like many older towns in Jamaica, the area has a chronic problem of inadequate parking spaces both on and offsite. This situation is more pronounced in the urban core where street side vendors operate on the sidewalks, thus forcing pedestrians to utilize the streets. In order to assist with traffic flow within the urban core, the Local Planning Authority has implemented one way and parking restrictions on some roads.

- POLICY MP T9 All new development or extensions are required to provide adequate on site parking as set out in the parking

FIFTH SCHEDULE, *contd.*

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 MP T10 The local planning authority will support on street parking at suitable locations on roads which have been designated as one way.
- POLICY MP T11 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.
- POLICY MP T12 The local planning authority will seek to provide and implement parking arrangements for disabled which will be in accordance with Appendix 8 and Figure 2.

Where parking facilities are provided, they should be adequately landscaped as this significantly improves the appearance of these developments. The provisions detailed in Appendix 10 should be adhered to.

- POLICY MP T13 All commercial parking facilities should have at least ten percent of the parking area landscaped to the satisfaction of the planning authorities.
- POLICY MP T14 All new developments having outdoor parking lots shall make use of green and or permeable parking surface techniques.

Railway

The railway system in Jamaica has the potential of being revitalized as a means of public transportation. Within the May Pen Local Planning Area several railway lines and stations still exist such as the Four Paths, Jacob's Hut and the May Pen Railway Station. There is also the need to diversify the transportation system and by extension the various modes of transport and this will assist in this regard.

- POLICY MP T15 The local planning authority will support the restoration of railway transportation facilities within the local planning area by taking the necessary steps to preserve the existing infrastructure and reservations in conjunction with the relevant authorities.
- POLICY MP T16 The local planning authority will not normally support any development within the railway reservation.

FIFTH SCHEDULE, *contd.*
CONSERVATION OF THE NATURAL AND
BUILT ENVIRONMENT

The Natural Environment

The May Pen Local Planning Area falls within the Rio Minho Watershed Unit. The Rio Minho River traverses the local planning area from northeast to south west. Proper management of resources and the influences placed upon them must therefore be well coordinated and implemented in order to ensure their protection.

POLICY MP C1 The Rio Minho and its tributaries will be conserved and 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 MP C2 The local planning authority will not support any form of development which will result in the disruption or blockage of any natural run off channel.

Fresh water resources are supplied to the local planning area primarily by the Rio Minho. There are also wells throughout the local planning area. The importance of these freshwater resources is evident in the many ways in which they are utilised for domestic, irrigation and recreational purposes. The local planning authority will seek to ensure that all activities which occur along river banks and in proximity to the wells are strictly controlled by the appropriate authorities. Additionally any extraction and or diversion of water must be carried out in a sustainable manner and receive the requisite approvals.

POLICY MP C3 Planning permission will not be given for developments which will adversely affect the flow or quality of fresh water resources.

POLICY MP C4 The planning authorities will ensure that environmentally sensitive or vulnerable areas are reserved as natural areas and greenbelt for recreation whenever possible and used as open space buffers between incompatible land uses.

There are sections of the local planning area that are impacted by flooding, especially areas adjacent to the Rio Minho where flood risks are high. It is recommended that a 'no build zone' be established along the Rio Minho that meanders in a south westerly direction through the local planning area.

POLICY MP C5 There shall be a "no-build zone" within the 1:10 flood return period of the Rio Minho. (See May Pen Land Use Proposal Map (Inset 1).

FIFTH SCHEDULE, *contd.*

In the northern section of the local planning area there are several fault lines. It is recommended that this area be reserved for forestry development.

POLICY MP C6 The local planning authority will not support development within areas where fault lines exist except in situations where the necessary preventative engineering works are undertaken by professional engineers.

The Built Environment

The May Pen Local Planning Area is characterized by residential developments, large and small scale commercial and industrial entities. Majority of the commercial and industrial facilities are two storey concrete buildings and are located along the main thoroughfares within the urban core. Residential developments are dispersed throughout the locality on the periphery of the core and in the suburban regions.

The appearance of all proposed developments, its appropriateness to the site and its relationship to its surroundings will be taken into consideration when assessing planning applications. The design should harmonize with the surroundings and give it a sense of identity.

POLICY MP C7 All developments should be designed to harmonize with the surroundings and be such that they contribute a sense of local identity and visual attractiveness including landscaping and space about the buildings.

The design of new buildings should respect any traditional character existing in an area and attention should be paid to the choice of materials and “elevation” details including windows and roof style.

POLICY MP C8 New developments being submitted to the local planning authority should be designed so that they are in keeping with the stipulations set out in the Development and Investment Manual—Volume 1.

Historical, Archaeological Sites and Buildings

There are only two declared national monuments located within the May Pen Local Planning Area, the May Pen Clock and the Four Paths Railway Station. Prior to the refurbishing of listed buildings or development on heritage sites consultations must be held with the Jamaica National Heritage Trust (JNHT).

POLICY MP C9 The local planning authority will not grant permission for any development within a declared national heritage area

FIFTH SCHEDULE, *contd.*

or site that would alter the character and ambiance of any existing building or without the approval of the Jamaica National Heritage Trust.

POLICY MP C10 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.

POLICY MP C11 All proposals for the alteration, use and extension of declared national historical buildings should be designed in keeping with preservation guidelines prepared by the Jamaica National Heritage Trust.

There are sites within the local planning area that has contributed to its history of interest such as the Four Paths Railway Station, Jacob Hut Railway Station and the May Pen Railway Station. These infrastructures should be protected and rehabilitated.

Some sites with historical value are located on private property such as the Four Paths Baptist Church and St. Gabriel Anglican Church which were established in the 1800s. Therefore the owners of these properties should ensure that it is well kept in the interest of the local area's history.

POLICY MP C12 Owners of property on which there are historic buildings or relics will be encouraged to report them to the relevant authorities and to restore and preserve them in keeping with the character and period of the architecture.

URBAN ECONOMY

May Pen is the major market centre of the parish, providing jobs in the commercial, industrial and service sectors. Residents from other local planning areas and neighbouring parishes travel to May Pen for employment and also to access goods and services.

Special attention will have to be given to activities which will diversify the economy and create more jobs within the local planning area. The appropriate policies in the Urban Economy Sector Policies and other relevant policies may also be applied where relevant.

FIFTH SCHEDULE, *contd.*

POLICY MP UE1 New commercial and office developments will be encouraged in the May Pen local planning area in areas zoned for such activities in conformity with the guidelines provided in this Order and the Development and Investment Manual.

POLICY MP UE2 The local planning authority will ensure that all commercial developments within the local planning area have minimal adverse impact on the site to be developed or on neighbouring sites.

Manufacturing and industrial facilities provide significant employment opportunities which are vital to the economic prosperity of the local planning area. While the number of large industrial establishments in the local planning area has declined, their re-establishment should be encouraged and abandoned buildings and sites once used for such activities should be reused where appropriate.

POLICY MP UE3 The size, height, objects which may be affixed to buildings, the layout and site coverage of new commercial and industrial developments, will be subject to the standards outlined in this Order.

Mixed uses and individual commercial activities 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 and introduce life to the town, especially at nights when most day time activities cease operations. However where these activities are incompatible this will not be encouraged.

POLICY MP UE4 The local planning authority will encourage mixed use development such as commercial and residential at a ratio of 60:40 respectively where this is appropriate within the urban core.

POLICY MP UE5 For commercial and office uses in the town centre, the building may be located hard on the property boundaries subject to the provision of adequate parking on a separate lot 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 therefore find it difficult to access some buildings. Sometimes when they do have 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 provided.

FIFTH SCHEDULE, *contd.*

POLICY MP UE6 Developments accessible by the public or used for employment or educational purposes will not be supported unless adequate access and facilities are provided for disabled and persons with special needs.

Industrial activities located within the local planning area are dispersed on the periphery of the town and along Manchester Avenue, Main Street and Chapelton Road. As the local planning area expands the need to secure suitable locations to meet the demand for such activities is imperative.

POLICY MP UE7 Development proposals for industrial activities within the May Pen local planning area will be allowed in areas identified on the land use proposal map and should conform to the relevant policies in this Development Order.

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 discharges from factories and plants in order to ascertain compatibility with residential uses.

POLICY MP UE8 Development proposals for any use which would result in a significant number of people living or working in proximity of any hazardous industry or storage site will not be permitted.

POLICY MP UE9 New hazardous industrial process or storage facility will only be permitted in locations where they will have no adverse effect on existing properties.

There are several large tracts of agricultural lands in the May Pen Local Planning Area, particularly in the York Pen and Four Paths areas. It is reasonable to expect owners of agricultural lands to erect residencies on their properties. In such cases homesteads or farmsteads may be considered. Strict controls will be placed on any such approvals preventing premature and adhoc subdivision of these lands.

POLICY MP UE10 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 further subdivision of the land for residential purposes being on a phased and coordinated basis.

The May Pen Market plays a significant role in the local planning area, as it is one of the primary facilities for the disposal of farm products from the farming areas

FIFTH SCHEDULE, *contd.*

within the parish of Clarendon. The May Pen Market has recently undergone considerable improvements where additional buildings were constructed and improvements made to sanitary facilities.

POLICY MP UE11 The local planning authority will ensure that the market is utilized and maintained for the intended purpose.

RURAL ECONOMY

Agriculture continues to play an important role in the economic development of the sub-urban sections of the local planning area but is confined mostly to small farmers.

Agricultural lands should be protected from undue development pressures which may reduce their productiveness and the conversion of good agricultural land (Classes I –III) within the urban fence to non-agricultural activities should not be encouraged until land reserved for other uses are exhausted. The appropriate policies in the Rural Economy Sector Policies of this Order may also be applied where relevant.

POLICY MP RE1 The local planning authority will ensure that areas of agricultural importance in the local planning area are protected from fragmentation and encroachment, particularly in light of food security concerns amplified by climate change, before it is ready for urban development.

Corner shops serve an important function in communities as they not only act as supplemental income, but also provide retail access for residents. Such facilities will therefore normally be supported at suitable locations and must not detract from residential amenities of the area. The local planning authority should monitor to prevent the proliferation of haphazard commercial developments within the Local Planning Area.

POLICY MP RE2 Proposals for local retail outlets (corner shops) in suburban section of the local panning area will be given consideration where necessary and where it does not detract from the residential amenities of the area.

POLICY MP RE3 Proposals for improvements to local shopping facilities in residential areas will normally be permitted where surrounding amenities will not be adversely affected and they will not be a nuisance to neighbours.

FIFTH SCHEDULE, *contd.*

TOURISM

The May Pen Local Planning Area is not known as an area with a thriving tourism industry. The Denbigh Agricultural Show is the area of main cultural heritage activity within the local planning area. Any new proposals will therefore need to be satisfactorily located in terms of their likely effect on the roadway, safety and other visual impacts.

POLICY MP TO1 Proposals to establish small hotels, guest houses and villas will be considered having regards to their locations and impact on the surroundings.

POLICY MP TO2 In the local planning area 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.

SOCIAL AMENITIES

The May Pen Local Planning Area provides access to various social amenities. Located within the local planning area located are churches, a range of schools, health facilities, police stations, post offices, financial institutions, a cemetery, community centres and recreational open spaces.

Recreation and Open Space

The provision of recreation open space is an important feature in the urban environment. These areas provide places to relax, enjoy and unwind in an otherwise built environment. It is essential to provide a wide variety of open spaces including areas for both active and passive activities. The May Pen Local Planning Area currently has several public open spaces and recreational areas within its boundary.

POLICY MP SA1 All lots within May Pen Local Planning Area that are zoned as public open spaces, or for recreational uses, shall be developed only for such use and the planning authorities will not support any other activity that conflict with the proposed zoning.

POLICY MP SA2 The local planning authority will seek to identify suitable lands within the local planning area to be used for recreational uses.

There are many vacant lots scattered throughout the town which were left as open space reservation in subdivisions as condition of approval. In future subdivision

FIFTH SCHEDULE, *contd.*

conditions will be imposed requiring the development of the open spaces along with development of the infrastructure to the satisfaction of the local authority. This is to ensure that they are available for use by the residents when the subdivision is developed.

POLICY MP SA3 The local planning authority will seek to ensure that areas left as amenity spaces in new housing development are landscaped and/or otherwise be developed for recreational purposes by the developer at the time the infrastructure is being implemented.

In establishing new housing developments within the town it is a requirement that land be reserved for open space and other recreational purposes. This will be in addition to land reserved 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, which was prepared by the National Environment and Planning Agency, September, 2005.

POLICY MP SA4 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 this Order; such lands can either be for active or passive recreational purposes as may be needed.

Private sports clubs will make an important contribution to the overall level of recreational activities in an area. However, these will have to be assessed against the overall level of disturbance that they may cause. For instance some cater to social functions that extend to late nights and others may have flood lighting which disturbs the neighbour. The local planning authority will ensure the protection and welfare of the neighbours before granting permission for such activity.

POLICY MP SA5 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 local residents.

Educational/Institutional Facilities

The availability of educational facilities ranging from basic to tertiary and other institutional facilities are located throughout the May Pen Local Planning Area. These include high, primary, preparatory and basic schools. There are also several vocational training institutes for a variety of skills training. However, there is a need for refurbishment and upgrading of several of these facilities.

FIFTH SCHEDULE, *contd.*

- POLICY MP 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 MP SA7 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 MP SA8 New proposals for construction or expansion of educational and institutional uses will be assessed on their own merit and shall conform to all required planning standards.
- POLICY MP SA9 The local planning authority will seek to identify suitable lands within the local planning area to establish additional educational and institutional facilities as the need arises.
- POLICY MP SA10 New applications for educational uses may be considered along Sevens Road on lots zoned as mixed commercial/ office use while maintaining compatibility with surrounding uses and other planning standards.
- POLICY MP SA11 Building heights for schools and churches shall not exceed three and two storeys, respectively.
- POLICY MP SA12 Minimum setbacks from property boundaries for schools and churches are:
- (i) 1.5m from the sides per floor
 - (ii) 3m from the rear
 - (iii) 6m from the front

The May Pen Hospital was upgraded in 2001 from a Type C to a Type B hospital. It provides a wide range of services to the entire Development Order Area. Additionally there are two Type III health centres and one Type II health centre that provide services to the local planning area and its environs. The local planning authority will support the physical upgrading and maintenance of all health facilities within the locality to accommodate the demand of the growing population as the need arises.

- POLICY MP SA13 The local planning authority will support the expansion and upgrading of the health facility as necessary.

FIFTH SCHEDULE, *contd.**Cemeteries*

According to the Clarendon Municipal Corporation the Denbigh Cemetery is close to its capacity. This cemetery serves citizens within and outside the local planning area. The local planning authority should seek to secure lands to ensure that alternative measures are in place whenever the Denbigh Cemetery is closed. The Sevens Wood area located in the northern section of the local planning area has large tracts of land that can accommodate a new cemetery. The local planning authority should also explore other interment options which conserve land space or which may be incorporated into public open space. In addition to the Denbigh Cemetery, the residents also utilize church cemeteries within the community and also family plots.

POLICY MP SA14 The local planning authority will seek to expand existing or develop new cemeteries at suitable locations after assessment by the appropriate authorities and will ensure that such development have no significant harmful effects on the environment or surrounding developments.

POLICY MP SA15 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.

HOUSING

According to STATIN (2011), there are 20,596 households living in 20,489 dwelling units, which imply that the May Pen local Planning area is experiencing a shortage of houses which may have contributed to the incidence of squatting in sections of the local planning area. The majority of these houses are one storey single family detached concrete structures and there are only a few multifamily developments such as apartments and townhouses exist.

With the projected population of 140,464 persons by the year 2030, there will be a demand of approximately 667 dwelling units per year. Due to continuing population increase, land space will be required to accommodate additional housing demand. Based on the population growth and the expected demand for houses, 66.7 hectares (164.8 acres) of land will be needed each year for housing solutions. The appropriate policies in the Housing Sector Policies of this Order may be applied where applicable.

New housing developments providing a mixture of housing types and sizes to accommodate various income levels were established within the local planning area. However, this still has not satisfied the need for low income housing in the local

FIFTH SCHEDULE, *contd.*

planning area. Squatting or informal residential settlements are still observed throughout the area.

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| POLICY MP H1 | The local planning authority will support residential single family or duplex units that adhere to the stipulation specified in the Development Order. Lands owned by government which are satisfactory for this purpose shall be reserved and be released for housing construction as the need arises. |
| POLICY MP H2 | In order to satisfy low income housing demand a mixture of housing solutions will be allowed in large scale developments, particularly on lands owned by government. |
| POLICY MP H3 | The planning authorities along with the relevant agencies will seek to ensure that informal settlements are not established throughout the local planning area. |
| POLICY MP H4 | The local planning authority will support mix use development within the town centre in accordance with the guidelines provided by the Development and Investment Manual and elsewhere in this Order. |
| POLICY MP H5 | 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 MP H6 | In dealing with applications for multi-family developments the planning authority will take into consideration the guidelines provided in Appendix 11. |
| POLICY MP H7 | New residential proposals and extensions must adhere to the lot coverage requirements provided and maintain the distance between buildings and property boundaries as stipulated in Appendix 11. |

There are a few residential subdivisions located within the local planning area where majority of its lands are not utilized. The authorities will support the revitalization of these premature residential subdivisions.

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| POLICY MP H8 | The local planning authority will support infill residential developments within premature residential developments to satisfy the housing need within the local planning area before additional lands are allocated for residential purposes. |
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FIFTH SCHEDULE, *contd.*

Although a number of open spaces have been provided in the local planning area, there is still the need for each development to provide recreational areas. These should be well designed, equipped and accessible to the community.

POLICY MP H9 In new residential developments open space provision should adhere to the stipulation set out in the Development and Investment Manual and this Order.

POLICY MP H10 The location, siting and design of play space for children 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 children of different ages and sex.

In residential areas adjacent to non-residential activities there is always the possibility of encroachment. The local planning authority will not support such changes.

POLICY MP H11 There will be a particularly strong presumption against industrial and commercial uses not providing an essential service or facility being located within a residential community.

POLICY MP H12 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 is not adversely affected.

POLICY MP H13 Planning permission will not normally be granted for any development which would result in a net loss of residential use.

The use of a density range allows developers to vary the size and types of dwellings on a site according to market demand. The May Pen Local Planning Area is undulating in the northern section with varying slopes and gradient. Low density residential developments are recommended in these areas and will not be in excess of 75 habitable rooms per hectare (30 habitable rooms per acre). The range however will only apply to sites larger than 0.4 hectares.

POLICY MP H14 In areas of steep slopes or unstable geology density for single family/duplex developments, shall not exceed 75 habitable rooms per hectare (30 habitable rooms per acre), and may, in relation to the physical conditions existing in the area, be varied by the planning authorities.

FIFTH SCHEDULE, *contd.*

- POLICY MP H15 In the local planning area planning permission will not normally be granted for residential density exceeding 250 habitable rooms per hectare (100 habitable rooms per acre) on a minimum lot size of 0.2 hectare ($\frac{1}{2}$ acre), with building heights not exceeding six (6) storeys for residential lots in areas that are connected to a central sewage system.
- Policy MP H16 In sub-urban areas planning permission will not normally be granted for residential density exceeding 125 habitable rooms per hectare (50 habitable rooms per acre) on a minimum lot size of 0.2 hectare ($\frac{1}{2}$ acre), with building heights not exceeding four (4) storeys and may, in relation to the physical conditions existing in the area, be varied by the planning authority.

The layout of new residential subdivisions should be designed to provide convenient access to social facilities and amenities. The design and layout should cater for pedestrian and vehicular movement and take into consideration security.

- POLICY MP H17 New residential developments must harmonize with and respect the residential areas in which they are located and must:
- (i) Be well laid out in terms of parking, access, amenities and landscaping;
 - (ii) Provide adequate open space appropriate to the development;
 - (iii) Provide a residential environment which affords privacy and is safe and secure.

MINING

There are several mining operations such as limestone and river quarries located within the local planning area. Bauxite was once mined in the Pleasant Valley area in the northern section of the local planning area but has not been practiced for the last decade. Limestone is confined to the hilly terrains in the northern section of the local planning area. River quarring is done within the May Pen Quarry Zone established along the Rio Minho. Mining activities employ a small portion of the labour force within the area.

FIFTH SCHEDULE, *contd.*

POLICY MP M1 Where mining operations have occurred the rehabilitation or restoration of the quarried area should be undertaken, according to the established closure plan as approved by the relevant authorities.

There should be no removal of mining materials such as limestone, river aggregates or bauxite without the requisite environmental permits and licenses within the May Pen Local Planning Area except in exceptional circumstances.

POLICY MP M2 All mining activities should obtain the requisite environmental permits and licenses from the relevant authorities.

POLICY MP M3 Quarries will be encouraged to be located in designated quarry zones. Permission will not be granted by the appropriate authorities for them to operate in other locations except in extenuating circumstances and/or after adequate study of the proposed site has been done.

WASTE TREATMENT AND DISPOSAL

Sewage Disposal

The May Pen Local Planning Area is lacking a centralized sewage treatment facility. STATIN (2011) indicates that sixty seven percent (67%) of the households have access to water closets, twenty seven percent (27%) utilized pit latrine and the remaining (6%) had either no access or were not reported. Considering the significance of the Rio Minho Watershed Unit and the height of the water table in sections of the local planning area, it is imperative that proper waste disposal systems are utilized. In the event that a centralized system is implemented all developments in proximity should be connected. In the interim and for areas which will not be serviced, appropriate sewage treatment systems which will treat to at least a tertiary level will be required.

POLICY MP WT1 The local planning authority in consultation with other relevant authorities will seek to identify and secure suitable lands for the development of a central sewage system for the May Pen Local Planning Area.

POLICY MP WT2 On the introduction of a central sewage system all new buildings or extensions will be encouraged to be connected.

FIFTH SCHEDULE, *contd.*

Areas where there are no central sewage facilities and where it is unlikely that this will be installed in the near future, although there is access to pipe water, sewage should be discharged by means of one of the methods approved for such situations. This should however, have regard to the type of building, intensity or scale of development lot size, soil characteristics, underground water and topographical conditions existing in the area.

POLICY MP WT3 Permission will not be granted for new buildings, change of use or extensions in areas that are not centrally sewered unless the sewage treatment facilities proposed will treat the sewage produced to at least a tertiary level.

POLICY MP WT4 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

The National Solid Waste Management Authority (NSWMA) is responsible for the collection of Solid Waste Disposal within the Local Planning Area. STATIN (2011) shows that sixty-six percent (66%) of households within the local planning area has access to this collection facility of which nineteen percent (19%) are not regularly collected. The data also reveals that a significant amount thirty two percent (32%) of the household also burn solid waste.

This has resulted in informal dumpsites throughout the local planning area due to the inability of the relevant collection agency to effectively collect solid waste. Additionally there is a cause for concern as there is a tendency for people to dispose of their waste into drains, gullies and along the roadways resulting in the frequent blocking of the drains.

POLICY MP WT5 All developments are required to provide adequate garbage disposal receptacles on their premises and are responsible for disposing of waste in an appropriate manner.

FIFTH SCHEDULE, *contd.*

- POLICY MP WT6 The local planning authority will encourage the placement of garbage receptacles at strategic locations in the local planning area by the relevant authorities.

WATER SUPPLY

The May Pen Local Planning Area's public water supply is currently provided by the National Water Commission through a series of pump and lift stations. STATIN (2011) shows that approximately 77 percent of the 20,596 households have access to potable water which is piped to their dwelling or yard, while the remaining 23% have their water supply privately sourced.

However some of these facilities are in need of rehabilitation and expansion in order to improve the regularity of water supply in the area.

- POLICY MP 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 rely on rivers, streams and catchment tanks for their supply of water. In these areas rainwater harvesting should be considered as it is an economical, safe and sustainable source of quality water when it is captured and stored in a correct manner. The use of catchment tanks should be encouraged.

- POLICY MP 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, thus reducing the demand on potable water.

- POLICY MP WS4 The use of rain water and recycled grey water will be encouraged within the local planning area.

- POLICY MP WS5 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.*

HAYES LOCAL AREA PLAN

Hayes Local Planning Area (LPA) is classified as a district centre in the Jamaica Settlement Strategy (1997) and is located in south Clarendon, approximately eleven kilometres (11km) or seven (7) miles from May Pen the parish capital.

The Local Planning Area (LPA) is bounded to the north by the Jamaica Aluminium Company (JAMALCO) Bauxite Plant, south by the community of Raymonds at Gibbons, east at Bog Savanna and west by the Rio Minho.

The Hayes Local Planning Area is 1,398 hectares or 3,333 acres in size and is located on the Vere Plains. The area has all basic amenities necessary for the promotion of growth and development. These include a police station, a post office, a library and several commercial and light industrial entities which are required for a district centre.

STATIN (2011) census data showed that the Hayes Local Planning Area had a population of 8,753 persons, due to a declining growth rate of -2.8 percent from the 2001 population of 11,616 persons. With the population projected to continue in decline, it is anticipated that it will decrease to 6,796 persons by 2021 and 5,113 persons by the year 2030.

The JAMALCO bauxite plant is a main economic activity on the outskirts of the local planning area which was built in the period 1967 – 1970. The Vere Technical High School is also located in the Hayes Local Planning Area.

The roads are in fair condition, with commercial activity being carried out linearly along the main road within the community.

TRANSPORTATION AND TRAFFIC

Transportation provides people with mobility and access to employment, community resources, medical care and recreational facilities not only in their communities but to other destinations as well.

Public Transportation

The main modes of public transportation in the Hayes Local Planning Area are by route taxis, minibuses and private motor vehicles. Presently there is no facility to accommodate public transportation that ply the Hayes to May Pen route. Taxis and buses park in the vicinity of the Vere Technical High School and the small commercial area in proximity to the school. The setting down and picking up of passengers take

FIFTH SCHEDULE, *contd.*

place arbitrary along the May Pen to Lionel Town Main Road, a practice which is not safe and can cause obstruction to other commuters. It is therefore necessary that parking facilities be provided which would improve the situation and make it safer for all road users.

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| POLICY H T1 | The local planning authority will seek to identify an area for a transportation centre and will encourage the relevant authority to have it operational in the shortest possible time. |
| POLICY H T2 | On the identification and creation of a public transportation centre, all public passenger vehicles will be expected to operate from this point. |
| POLICY H T3 | The local planning authority will seek to have the relevant authority construct laybys at appropriate locations to accommodate public passenger vehicles and to facilitate traffic movement and management throughout the local planning area. |
| POLICY H T4 | The local planning authority will seek to ensure that all new major subdivision roads and the Lionel Town to May Pen Main Road in the Local Planning Area are able to safely accommodate cyclists, pedestrians and the disabled. |

Road Network

The Lionel Town to May Pen main road provides one of the main links between the southern parts of Clarendon and the parish capital May Pen. The vibrancy and source of revenue for Hayes is intertwined with having an efficient and safe road network.

- | | |
|-------------|--|
| POLICY H T5 | The local planning authority will seek to ensure that all roads are properly maintained to ensure the safe movement of goods and services. |
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Provision has to be made for sidewalks along the main and interior roads. Sidewalks are part of the road right of way (reservation) used for pedestrian movement and are necessary to separate pedestrian traffic from vehicular traffic. They should wherever possible be complemented with planted verges and be landscaped with local flowering and ornamental shrubs. In constructing sidewalks, provision should be made for access by the disabled persons. The recommended width of sidewalks in relation to road width is given under visibility splays in Appendix 15.

FIFTH SCHEDULE, *contd.*

- POLICY H T6 The planning authorities will support any rehabilitation of the arterial or any other roads carried out in the area that seeks to improve and or add adequate sidewalk facilities, for the use and safety of pedestrians including the disabled.
- POLICY H T7 The local planning authority will seek to ensure that the design and layout of streetscape is undertaken in such manner where native flora is utilized to prevent the introduction of invasive species.

Vehicular Parking

It has been identified that the majority of the establishments within the Hayes Local Planning Area do not provide adequate on site parking. This has led to on street parking along the Hayes to Lionel Town main road therefore obstructing the free flow and movement of vehicles.

The possibility of introducing an on street parking system could be explored through proper traffic management.

- POLICY H T8 The local planning authority will support the development of on street and off street parking facilities at appropriate locations.
- POLICY H T9 The local planning authority will support the establishment of public and private car parks or lots within the local planning area to satisfy the needs of commuters.
- POLICY H T10 All new developments and extensions shall be required to satisfy their 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 H T11 The local planning authority shall seek to provide and implement parking arrangements for disabled persons which will be in accordance with Appendix 8.
- POLICY H T12 All new developments having outdoor parking lots shall make use of green and or permeable parking surface techniques.

CONSERVATION OF THE NATURAL AND BUILT ENVIRONMENT

The Natural Environment

The Hayes Local Planning Area is situated on the Vere plains and lies within the Rio Minho Watershed Management Unit boundary. Watersheds provide a useful ecological service within the environment and as such require protection from anthropogenic influences. Hayes Local Planning Area is characterized by large acreage of productive agricultural lands (Class I and II) and as such the protection and enhancement will be supported by the planning authorities until it is ready to be used otherwise.

- POLICY H C1 Planning permission will not be given for developments which will adversely affect any water resources or flow and quality of water of the Rio Minho and its tributaries.
- POLICY H C2 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 H C3 The local planning authority will give long term protection to the areas which have been zoned for agricultural purposes on Map Inset 2 and will give priority to the needs of agriculture over other planning considerations in dealing with any development applications in these areas.

Built Environment

The built environment is characterized by communities of single family residential building with commercial activities within and linearly along the May Pen to Lionel Town main road.

There are no known historical buildings or monuments located within the Hayes Local Planning Area. However where historical/architectural interests can be proven, the relevant declarations would be supported.

- POLICY H C4 The local planning authority will support the declaration of any area as a historical monument or site provided that it meets the criteria outlined by the Jamaica National Heritage Trust.
- POLICY H C5 The local planning authorities will seek to ensure that the design and character of new buildings and the alterations of existing ones is in keeping with the scale and character of the existing built environment.

FIFTH SCHEDULE, *contd.*

- POLICY PM C8 The local planning authorities will seek to ensure that the design and character of new buildings is in keeping with the scale and character of existing buildings.
- POLICY PM C9 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.

Urban Economy

The JAMALCO bauxite plant plays an important part in the economic development of the Hayes Local Planning Area. The economic base in Hayes also relies on the wholesale /retail commercial activities. With the decline in the bauxite industry this has led to a down turn in the commercial activities of the area.

There is a need to provide alternative forms of economic activity which will provide a wide range of opportunities for the residents of the area.

- POLICY H UE1 Light Industrial developments and service industries which are compatible with the general character of the area and have no adverse impact on the environment or amenities will be encouraged.
- POLICY H UE2 New residential, commercial or office development proposals which would result in a significant number of people living or working in proximity of any hazardous industry or storage site will not normally be permitted.
- POLICY H UE3 Lands shall be identified on the land use proposals maps for commercial purposes and new developments will be encouraged in these areas.

The majority of the commercial activities is located linearly and in clusters along the main road and mainly in the vicinity of the Vere Technical High School.

- POLICY H UE4 Planning permission will be granted to allow commercial/ office activities and other mixed uses along the Hayes main road in areas where they are compatible with the existing developments and will not cause damage to the amenities of the area.
- POLICY H UE5 A variety of service and commercial establishments will be supported in Hayes, provided that they will not have any negative impact on the area or surrounding uses.
- POLICY H UE6 Compatible mixed uses that satisfy the needs of the residents and create additional jobs will be supported by the local planning authorities.

FIFTH SCHEDULE, *contd.*

Rural Economy

Hayes' economic base also relies on agriculture, however the need has arisen to diversify the economy and move forward, with the development of agro-processing plants.

POLICY H RE1 The local planning authority will support proposal for agricultural development provided that such development is not in conflict with the character of the area, or impact adversely on the environment or have a deleterious effect on surrounding residents.

POLICY H RE2 Light industrial developments including agro-processing plants that are compatible with the general character of the area will be encouraged.

Social Amenities

The residents require access to certain basic social facilities and amenities in order to enjoy a balanced healthy lifestyle and improve their standard of living.

Hayes local planning area has the requisite social facilities however some have become inadequate and inefficient in serving the residents therefore creating the need for further development in this regard.

POLICY H SA1 Planning permission will not be granted for any development that will eliminate or decrease any of the social facilities, unless it will be replaced by a facility of equal or greater stature.

POLICY H SA2 The use of the existing social facilities for other compatible uses will be supported by the planning authorities provided their individual requirements are met and they would not be out of character with the area.

Educational/Institutional

The Hayes Local Planning Area has educational institutions ranging from early childhood to tertiary levels. Presently these institutions adequately satisfy the educational needs within the Local Planning Area. In the event that these facilities become inadequate, lands suitable to accommodate additional facilities will be identified.

POLICY H SA3 New proposals for educational and institutional uses will be assessed on their own merit and shall conform to all required planning standards.

POLICY H SA4 New applications to develop or extend educational uses will generally be supported.

FIFTH SCHEDULE, *contd.*

- POLICY H SA5 New proposals to develop or extend churches may be considered on lots zoned as commercial, office, or institutional uses providing there will be no conflict with surrounding uses.

Housing

Based on the 2011 STATIN census data there are approximately 2,722 households in the Hayes Local Planning Area. Using an average household size of 3.1 persons, Hayes has ample dwelling units to provide for the local planning area's population.

The appropriate General Development and Housing Sector Policies of this Order may also be applied where relevant.

- POLICY H H1 The planning authority will normally support residential developments where necessary infrastructure and amenities are available, in areas designated for this use on the land use proposal map.
- POLICY H H2 Applications for new housing development will not be supported by the planning authority in areas where there is an existing deficiency in the provision of water supply or sewage services unless this can be made good within a reasonable time period as determined by the planning authority.

The main type of housing units in the Hayes Local Planning Area are single family detached type units in fair to good condition. These are made of predominately block and steel with a few from concrete and wood. The housing units are mostly owner occupier. Semi-detached multi-family units such as town houses and apartments are few but with the projected growth of the local planning area, these types of developments will be supported.

- POLICY H H3 New residential developments in the area shall be compatible to and be in accordance with the development densities and standards.
- POLICY H H4 Density shall not exceed 125 habitable rooms per hectare (50 habitable rooms per acre) on a minimum lot size of 0.2 hectares ($\frac{1}{2}$ acre), with building heights not exceeding four (4) storeys for residential lots in areas that do not have connection a central sewage system; where there is no such system the units will be required to treat sewerage to at least a secondary level using any of the methods approved by the appropriate authority.

FIFTH SCHEDULE, *contd.*

In sections of the LPA where there is a mixture of residential and commercial uses, the residential use will be of dominance. The commercial activity should be positioned toward the front of the designated lot/s with a ratio of 60 to 40.

- POLICY H H5 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 H H6 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 minimal impact upon the amenity of neighbouring property.
- POLICY H H7 Proposals for change of use of a residential property to a non-residential use will be permitted only if the non residential use and is normally carried out in the day time and the amenity, privacy and enjoyment of neighbouring dwellings is not adversely affected.

Water Supply

The National Water Commission (NWC) is the main institution responsible for water supply in the local planning area. STATIN Data (2011) reveals that ninety three percent (93%) of the households in the Hayes LPA have access to public water facilities. The area is served by the Hayes Deep Well/Pumping Station with an output capacity of 2.0 million gallons per day.

- POLICY H WS1 The relevant authorities will ensure that the existing public water supply system is improved to adequately service the local planning area.
- POLICY H WS2 All developments shall be required to provide catchment tanks or an appropriate method of harnessing rain water to augment their needs.

WASTE TREATMENT AND DISPOSAL

According to STATIN 2001 census the Hayes local planning area has the largest population outside of May Pen and careful consideration must be given to waste water treatment and solid waste disposal. The growing population of Hayes warrants the need to ensure that waste water treatment and disposal are done in a safe and environmentally friendly manner.

Sewage Disposal

The JAMALCO bauxite plant and the Hayes New Town subdivision are the only developments served by a central sewage system in the Hayes LPA. According to

FIFTH SCHEDULE, *contd.*

STATIN data 2011, thirty one percent (31%) of households dispose of their sewage via pit latrines, with the remainder either by absorption pits or in some instances a combination of absorption pit, septic tanks and tile field.

POLICY H WT1 No permission will be granted for new developments or extensions unless:

- (i) the sewage treatment facilities proposed will treat the sewage to at least a secondary level.
- (ii) 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.

POLICY H WT2 On the introduction of central sewage to the area all developments in proximity to the sewerage infrastructure will be encouraged to connect to the central system.

Solid Waste Disposal

Hayes is serviced by the National Solid Waste Management Authority. The STATIN 2011 population census indicated that approximately sixty three percent (63%) of the households in the LPA had their solid waste collected while the other thirty-two percent (32%) either burned or disposed of their solid waste indiscriminately.

Inadequate 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 H WT3 All developments will be required to make adequate provision for the storage and collection of waste which should if possible be sorted into non-recyclable and recyclable categories.

POLICY H 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 and the facilities to do so.

POLICY H WT5 Planning permission will not be given for waste disposal activities likely to have an adverse effect on public health and safety.

The improper disposal of solid waste threatens public health and contributes to the degradation of the environment. This activity can lead to flooding, contamination of groundwater or rivers and rodent infestation within communities and associated public

FIFTH SCHEDULE, *contd.*

health risks. Appropriate measures need to be put in place to cope with this situation. It is therefore imperative that all waste streams are carefully managed and relevant authorities facilitate scheduled collection.

POLICY H WT6 Owners and or occupiers of commercial buildings are expected to have appropriate solid waste disposal facilities on their premises and the local planning authority will encourage the relevant Authority to have skips placed in public areas.

TOLLGATE/OSBOURNE STORE LOCAL AREA PLAN

Description

The Tollgate/Osbourne Store Local Planning Area (LPA) consists of the Tollgate community and Osbourne Store District Centre in central Clarendon. The area is approximately 10km (6 miles) west of the parish capital, May Pen. The boundary of the Tollgate/Osbourne Store (TG/OS) Local Planning Area stretches from the Manchester and Clarendon parish boundary in the west to Branch Gully in the east to include areas such as McGilchrist Pen, St. Jago Estate and Mount Pleasant. The boundary of the local planning area covers an area of 1718.42 Acres (695.42 Hectares).

Osbourne Store has a variety of commercial activities and residential communities with agriculture being the major land use. Both Tollgate and Osbourne Store are interdependent; with a combined, a positive population growth, the two areas have been proposed combined to form the Tollgate/Osbourne Store Local Planning Area.

STATIN (2011) census data showed that the Tollgate/Osbourne Store Local Planning Area had a population of 2,913 persons, due to a declining growth rate of -5.2 percent from the 2001 population of 4972 persons. With the population projected to continue in decline, it is anticipated that it will decrease to 1707 persons by 2021 and 1,056 persons by the year 2030.

Public Transportation

Transportation within the Tollgate/Osbourne Store Local Planning Area is provided by means of private motor vehicles and publicly by route taxis and minibuses. The Local Planning Area does not have a public transportation centre. There are two informal areas used as taxi stands within the Local Planning Area at the junctions of the Four Path to Tollgate Road and Decoy Road; the Tollgate to Porus Road and the Rest to Tollgate Road. There is a need to provide safe and satisfactory off road facilities for public vehicles and commuters using public transportation. Additionally passengers are picked up and set down at various points along the roadways.

POLICY TG/OS T1 The local planning authority will ensure that main transport routes are provided with lay-bys to allow passengers to embark and disembark public passenger vehicles safely.

FIFTH SCHEDULE, *contd.*

- POLICY TG/OS T2 The local planning authority will seek to ensure that all vehicular terminal facilities are provided with amenities necessary for the use and comfort of commuters.

Road Network

The majority of the roads in the Tollgate/Osbourne Store Local Planning Area are dual carriageways. Most of the roads are in fair condition while the main thoroughfare, Four Path to Porus Main Road, is in good condition. Despite the fair condition of most of the road infrastructure within the local planning area, sidewalks are lacking. This poses a problem for the safe movement of pedestrians.

- POLICY TG/OS T3 The local planning authority will seek to ensure that any rehabilitation or maintenance of any roads within the Local Planning Area will include adequate provision of sidewalk facilities for the use and safety of pedestrians.

- POLICY TG/OS T4 The local planning authority will seek to ensure that sidewalks being established are easily accessible for the disabled.

There is limited access to developments along the main road. Additionally, safety for the students of the schools in the LPA is a major concern. There is only one pedestrian crossing on the Four Paths to Porus Main Road. Short and long term measures may be implemented to address the issue.

- POLICY TG/OS T5 The relevant authorities will seek to ensure the implementation of both short term and long term traffic calming measures for the safety of pedestrians, especially students within the area.

Vehicular Parking (Public and Private)

Currently there is no municipal parking available for public and private vehicles outside of those provided by some businesses within Tollgate/Osbourne Store. There is need for adequate private parking and major facilities for public parking. Some public passenger vehicles use the grounds outside the Tollgate Health Centre on Decoy Road for parking and loading. This activity is a hindrance to the operation of the Health Centre.

- POLICY TG/OS T6 All new developments and extensions shall be required to satisfy their parking requirements on site unless such provisions can be met elsewhere to the satisfaction of the local planning authority.

- POLICY TG/OS T7 To avoid congestion and facilitate the free flow of traffic, the planning authorities will not support on street parking along the main roads.

FIFTH SCHEDULE, *contd.*

- POLICY TG/OS T8 The local planning authority shall seek to provide and implement parking arrangements for disabled persons which will be in accordance with Appendix 8.
- POLICY TG/OS T9 All new developments having outdoor parking lots shall make use of green and or permeable parking surface techniques.

Urban Economy

According to NEPA's 2011 Land Use Survey, commercial activity in Tollgate/Osbourne Store is approximately 17% of the total land use. This small percentage could be due in part to the Local Planning Authority's proximity to the established commercial nodes of May Pen, the Parish Capital and Porus in Manchester. Additionally the majority of commercial activity is along the Four Paths to Porus Main Road. These include activities such as hotels, restaurants and industries such as petrol filling stations and an abattoir.

- POLICY TG/OS UE1 The local planning authority will seek to encourage diversification and expansion of commercial activities within the local planning area as shown on the land use proposal map.

There are a number of mixed uses present in the Local Planning Area such as residential and commercial. Where compatible, mixed uses will be encouraged in order to stimulate and diversify the urban economy of the area.

- POLICY TG/OS UE2 Compatible mixed uses that satisfy the needs of the residents will be supported by the planning authorities at suitable locations where they would not be in conflict with existing uses.

Rural Economy

Agriculture is the most prominent land use within the local planning area. It occupies a vast majority of land area with large scale sugar cane farming, multiple poultry farms, pastures and fish ponds. Cash crops are grown on land with residential and agricultural mixed uses.

- POLICY TG/OS RE1 The local planning authority will support the identification of lands for a site for a cash crop vendors outlet in Toll Gate.

The main crop grown in the Local Planning Area is sugar cane. Diversification of activities in the economic sector is important to expand the economic base of the local planning area. The planning authorities will support proposals that will provide

FIFTH SCHEDULE, *contd.*

employment for residents and strengthen the rural economy of Toll Gate/Osbourne Store. Suitable agro-processing plants located at appropriate sites throughout the local planning area can stimulate the economy.

POLICY TG/OS RE2 Agricultural production and agro-industrial development will normally be permitted in Toll Gate/Osbourne Store provided that such proposed developments are at suitable location.

The development of cottage industries in residential areas 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 they are being undertaken.

POLICY TG/OS RE3 The planning authorities will support the establishment of cottage industries or other income generating activities in residential areas where they are of the type which will not be a nuisance to neighbours, or have any adverse impact on the environment.

Tourism

The Tollgate/Osbourne Store Local Planning Area is not known as an area with a thriving tourism industry. However, there are two guest houses within the area that cater to residents and visitors. In order to encourage tourism activity, bed and breakfast facilities will be encouraged.

POLICY TG/OS TO1 Proposal to establish motels and guest houses or extensions will be considered having regards to their impact on the surroundings.

POLICY TG/OS TO2 Developments that improve or expand the range of tourist facilities will be permitted provided that it will not be detrimental to the character and amenities of the locality.

Social Amenities

The Local Planning Area has many of the required social amenities of a District Centre. These include a health centre, schools, public open spaces and recreational facilities.

POLICY TG/OS SA1 Planning permission will not be granted for any development that will eliminate or decrease any of the above mentioned social facilities.

POLICY TG/OS 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.

FIFTH SCHEDULE, *contd.*

POLICY TG/OS SA3 The Local Planning Authority will support the expansion, upgrading and maintenance of all social facilities as the need arises.

Recreation and Open Space

Open space is an important aspect which contributes to the general quality of life for residents. These areas provide places for persons to foster social interaction and relaxation. There are two designated recreational and public open spaces for the use and enjoyment of residents. It is prudent that these spaces of high amenity value be preserved and improved where necessary.

POLICY TG/OS SA4 All lots within Local Planning Areas that are identified for open spaces or for recreational uses shall be developed only for such use.

There is no public cemetery located in Tollgate/Osbourne Store. Burials are in family plots, church cemeteries and the Denbigh Cemetery in May Pen.

POLICY TG/OS SA5 The local planning authority will support the establishment of a cemetery and/or crematoria and other approved interment options and will assist in identifying a site that meets the relevant planning, health and environmental standards.

Educational and Institutional

Education plays an essential role in promoting national well-being and the social, economic and cultural development of a locality. There are a variety of schools ranging from basic to vocational in the Tollgate/Osbourne Store Local Planning Area.

POLICY TG/OS SA6 The local planning authority along will seek to identify suitable lands and grant permission for any needed development which will promote the improvement of educational facilities within the local planning area.

Housing

The 2011 STATIN census data revealed that there are approximately 940 households in the Tollgate/Osbourne Store Local Planning Area. Using an average household size of 3.1 persons, Tollgate/Osbourne Store has ample dwelling units to provide for the local planning area's population.

POLICY TG/OS H1 Planning permission will normally be granted from the local planning authority for residential developments in the area

FIFTH SCHEDULE, *contd.*

once it is compatible to and in accordance with the development standards and planning guidelines for the area.

POLICY TG/OS H2 Housing developments will not be permitted in areas that are vulnerable to flooding. Neither will they be permitted where they would destroy the natural environment or amenities of the locale.

New residential developments (over 10 lots) should provide the convenience of certain amenities; and have aesthetically pleasing designs along with an open space for the increased comfort and pleasure of its residents.

POLICY TG/OS H3 New residential developments will be allowed a maximum density of up to 125 habitable rooms per hectare (50 habitable rooms per acre) on a minimum lot size of 0.2 hectare (½ acre), with building heights not exceeding four (4) storeys for residential lots in areas that do not have connection to the central sewage system; these shall be required to treat to at least a secondary level using any of the methods approved by the appropriate authority and must:

- (a) be well laid out in terms of parking access, amenities and landscaping.
- (b) provide adequate open space for the development based on the provisions of the Investment and Development Manual/Schedule and this Order.

Water Supply

The 2011 Population Census revealed that approximately fifty three percent (53%) of residents within the Tollgate/Osbourne Store Local Planning Area have access to piped water to dwellings. Approximately ten percent (10%) have access to standpipes while the remaining residents use catchments and other water sources. The existing water supply system needs to be improved and maintained, to ensure adequacy of the water system as population grows and water demand increases.

POLICY TG/OS WS1 Proposed developments in certain areas will be required to construct catchment tanks which meets the requirements of the relevant authorities.

FIFTH SCHEDULE, *contd.*

WASTE TREATMENT AND DISPOSAL

Sewage Disposal

The 2011 Population Census revealed that approximately thirty percent (30%) of households in Tollgate/Osbourne Store Local Planning Area use pit latrine as the means of sewage disposal. With the presence of various wells and the Milk River within the LPA there is a concerted effort to have sewage treated to a tertiary level.

POLICY TG/OS WT1 The planning authority will not normally support public or private developers who desire to develop a central sewage system that is in conflict with the requirements of other agencies.

Solid Waste Disposal

The 2011 Population Census showed that forty eight (48%) of residents have their solid waste collected regularly by The National Solid Waste Management Authority. However, a significant amount residents (thirty nine percent—39%) dispose of their solid waste by burning. Methods of recycling should be introduced. This would diminish the amount of waste being disposed of indiscriminately and relieve the situation.

POLICY TG/OS 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 and encourage the local authority to provide the facilities to do so.

CHAPELTON LOCAL AREA PLAN

Description

The intention of this Local Plan is to make provision for the orderly and progressive development of Chapelton as described in the First Schedule.

Clarendon predominantly has an older stock of houses and is generally of single storey. The urban core is being revitalized and has more modern type construction with maximum of two storeys.

During the 2001-2011 intercensal period the population moved from 4556 persons to 4363 persons due to a declining growth rate of—0.43 percent. With the population projected to continue in decline, it is anticipated that it will decrease to 4,179 persons by 2021 and 3849 persons by the year 2030.

FIFTH SCHEDULE, *contd.**Transportation and Traffic*

The main mode of public transportation in the Chapelton Local Planning Area is by mini buses and route taxis. These vehicles transport people in the town and throughout the Local Planning Area. However, the absence of a proper transportation facility coupled with improper parking and stopping of vehicles in the roadways result in congestion during peak periods.

Similar to other towns, there is a high volume of pedestrian movement during peak hours; notably, however the pedestrians circulating the town during week days are students from the several schools that are located in this compact urban core.

It is therefore important for the provision of sustainable modes of transportation options that will accommodate the population within the town, as well as the wider population in the local planning area.

POLICY C T1 The local planning authority in conjunction with the relevant authorities will seek to establish a suitable traffic management system within the town to ensure the safety and movement of all road users.

Public Transportation Centre

There is no provision for a transportation centre in Chapelton. The public transport operators pick up and let off passengers arbitrarily along the main and park in the main square of Chapelton. As a result, traffic congestion is a perpetual problem in the town centre.

Most taxis currently park north west of the Chapelton Square on a site that formerly housed the Municipal Corporation Office; while other taxis and mini buses park arbitrarily along the roadway within the town centre. This site which is owned by government is deemed to be the most suitable for the establishment of a Transportation Centre. The site should be developed with the proper facilities for the comfort of the commuting public and the Local Authority should ensure that all public passenger vehicles operate from within this facility.

It is recommended that the transport centre be established urgently. However, short term measures need to be adopted to relieve the existing situation. This could be achieved in the form of laybys where appropriate, as well as other traffic management systems, such as pedestrian crossings and other traffic calming measures.

POLICY C T2 Lands shown reserved for the construction of a public Transport Centre on Inset 4.1 in the vicinity of the Town Square shall be used for that purpose only, along with any auxiliary facilities for the proper functioning of the centre.

FIFTH SCHEDULE, *contd.**Road Network*

The Chapelton Main Road is the main thoroughfare of the local planning area. Majority of the roads are in need of improvement and have no sidewalk facilities. The increased pedestrian and vehicular movement within the local planning area renders it unsafe for pedestrians and cyclists. It is therefore prudent that steps be taken to improve the safety of pedestrians and cyclists, as well as access for the disabled.

- POLICY C T3 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 they are absent.

Vehicular Parking

Like many older towns in Jamaica, Chapelton has a chronic problem of inadequate parking spaces both on and offsite. As a result vehicles are often parked along roadsides inhibiting pedestrians and vehicular movement. The problem is further exacerbated for commercial entities with parking areas, as these are often occupied by taxis preventing customers from accessing these parking spaces.

- POLICY C T4 To avoid increased congestion within the town centre, the local planning authority will seek to ensure that on street parking will only be allowed where it does not affect the free flow of traffic and is not detrimental to pedestrian and other road users.

Parking facilities should be adequately landscaped and provisions should be appropriate to meet the special needs of all its users.

- POLICY C T5 The local planning authority will seek to provide and implement parking arrangements for disabled persons which will be in accordance with Appendix 8 and Figure 2.

- POLICY C T6 All new developments having outdoor parking lots shall make use of green and or permeable parking surface techniques.

CONSERVATION OF THE NATURAL ENVIRONMENT

Natural Environment

The area is well drained by the Hodges River in the west as well as intermittent tributaries of the Rio Minho.

Due to the terrain an area to the south west of the town centre is being recommended for a forest reserve and efforts should be made to preserve this area.

FIFTH SCHEDULE, *contd.*

- POLICY C C1 The area identified on Inset 4 for forest reserve should be maintained by the relevant authorities as such.

Urban Economy

The town centre serves as the main economic focal point within the local planning area. Commercial entities such as small shops, supermarkets, hardware stores and small plazas are located along the Chapelton Main Road.

- POLICY C UE1 Planning permission will be granted to allow commercial activities and other mixed uses along the main road where they are compatible with the existing developments and will not be deleterious to the amenities of the area.

- POLICY C UE2 The local planning authority will consider proposals for new commercial and office activities in the Chapelton Local Planning Area, which increases the range and quality of the local facilities and services, and are readily accessible to residents.

- POLICY C UE3 Heavy industrial activities that are detrimental to the environment or surrounding areas will not normally be supported within the Chapelton Local Planning Area.

The Chapelton market plays a significant role in the local planning area as it is the primary facility for the selling of farm products and other commodities. The area should be protected for the welfare and convenience of the residents in the area.

- POLICY C UE4 The local planning authority will support any improvements to the market facility required to make the market experience a more pleasurable and worthwhile one for both vendors and customers in terms of layout of stalls, shelter and sanitary conveniences.

Rural Economy

Small scale farming plays a vital role within the economy of Chapelton. The planning authorities will support proposals that will provide employment for residents and strengthen the rural economy of Chapelton.

- POLICY C RE1 Planning permission will not be granted for development proposals that would have a detrimental effect on productive or potentially productive agricultural lands, particularly in light of food security concerns amplified by climate change, until lands for other uses have been exhausted.

FIFTH SCHEDULE, *contd.*

The growth in the commercial sector as resulted in a proliferation of small scale commercial entities that ranges from supermarkets, wholesales, bars, and a variety other small shops throughout the local planning area. Local shops are therefore very important in fulfilling this day to day activity for the members of the community.

- POLICY C RE2 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.

Social Amenities

The Chapelton local planning area has the basic social amenities and facilities necessary for the enhancement of the livelihood of residents. These include churches, health centre, library, schools, market, a post office and a police station.

- POLICY C SA1 Planning permission will not be granted for any development that will eliminate or decrease any of the social facilities, unless it will be replaced by a facility of equal or greater stature.

Recreation and Open Space

There is minimal provision of recreational/public open space in the local planning area and it will be prudent that these spaces of high amenity value be provided.

- POLICY C SA2 In all new housing developments land is to be provided and developed for amenity purposes as set out in Appendices of this Order.
- POLICY C SA3 All lots within Chapelton local planning area that are identified by the local authority for open spaces, or for recreational uses, shall be developed only for such use.
- POLICY C SA4 No structure shall be allowed on any public open space that does not complement the use thereof.

Educational and Institutional

Education plays an essential role in promoting national well-being and the social, economic and cultural development of a locality. Numerous basic and primary schools and a high school (Clarendon College) are located within the Chapelton local planning area. The local planning authority will support the expansion of the schools in the area as the need arise.

- POLICY C SA5 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.

FIFTH SCHEDULE, *contd.*

POLICY C SA6 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.

There are currently two (2) Child Care facilities within the Chapelton Local Planning Area; the Summerfield Boys Home and the St. Augustine Child Care Facility. These facilities are operated by the Child Development Agency and serve to provide safety and rehabilitation of boys within the area.

POLICY C SA7 The local planning authority will support the expansion and upgrading of these facilities on their existing sites as necessary.

Cemeteries

The Chapelton Cemetery is located in the central section of Chapelton. It is important that the cemetery be rehabilitated and maintained by the local authority to encourage its fulsome use. The Local Authority should also explore other interment options which conserve land space or which may be incorporated into public open space.

POLICY C SA8 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 C SA9 The local planning authority will support the use of crematoria and other approved interment options provided that the relevant planning standards are met.

Housing

Housing infrastructure within the Chapelton Local Planning Area is predominantly single family residential units, constructed mainly of concrete.

Based on the 2011 STATIN census data there are approximately 1,509 households in the Chapelton Local Planning Area. Using an average household size of 3.1 persons, Chapelton has ample dwelling units to provide for the local planning area's population.

POLICY C H1 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 C H2 A mix of housing types including starter units and semi-detached units may be permitted in suitable locations shown on Inset 4.

FIFTH SCHEDULE, *contd.*

POLICY C H3 Density shall not exceed 125 habitable rooms per hectare (50 habitable rooms per acre) on a minimum lot size of 0.2 hectare (½ acre), with building heights not exceeding four (4) storeys for residential lots in areas that do not have connection a central sewage system; where there is no such system the units will be required to treat sewerage to at least a secondary level using any of the methods approved by the appropriate authority.

The growth in population over the last ten years has resulted in an increase in the demand for housing. The introduction of multi-family housing developments such as apartments, have played an essential role in meeting some of the nation's housing demand. However, if the need or demand arises for such development within areas zoned for residential purposes each would have to be assessed on its own merits.

POLICY C H4 Planning Permission will not be granted for multifamily development that does not include recreational and landscaped areas, children's play area and other amenities such as reserved driveways, parking areas and access ways.

POLICY C H5 Applications for new housing development will not be supported by the planning authority in areas where there is a deficiency in the provision of water supply or sewage services unless this can be made good within a reasonable time period.

POLICY C H6 In areas of steep slopes or unstable geology, density for single family/duplex developments may be varied by the planning authorities and shall be in accordance with the hillside development guidelines which may be revised.

In sections of the local area where there is a mixture of residential and commercial uses, the residential use will be of dominance and the commercial use positioned toward the front of the designated lot.

POLICY C H7 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.

Water Supply

According to STATIN 2011 census, approximately forty-seven percent (47%) of residents within the local area have access to piped water to their dwelling while the remaining percentage uses stand pipes, catchments and other water sources. However,

FIFTH SCHEDULE, *contd.*

due to the location of some housing units, and the terrain some residents do not benefit from this facility. Water is therefore 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 population grows and as water demand increases.

POLICY C WS1 Rainwater harvesting will be encouraged by the planning authorities for residential and other developments with or without public water supply

POLICY C WS2 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 Disposal

There is no central sewage system in the Chapelton Local Planning Area. Traditionally, sewage is normally disposed of onsite by means of absorption pits. Septic tanks were subsequently used along with absorption pits as the main method of sewage disposal. Environment, Health, and planning authorities are becoming more stringent with regards to the management of waste and sewage; there is a concerted effort to have sewage treated to a tertiary level in the areas of aquifers, faults and/or major rivers, tributaries, springs and other surface water features and to a secondary level for areas of Basal Aquiclude.

POLICY C 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 secondary 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.

With irregularities in the piped water supply system 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 C WT2 Permission will be granted to public or private developers who desire to develop a central sewage system once the development is not in conflict with surrounding land uses.

FIFTH SCHEDULE, *contd.**Solid Waste Disposal*

The 2011 Census showed that only thirty –two percent (32%) of residents have their garbage collected regularly by The National Solid Waste Management Authority while approximately fifty–seven percent (57%) of residents burn the majority of their solid waste. 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.

POLICY C 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 and the facilities to do so.

LIONEL TOWN LOCAL AREA PLAN

Description

The Lionel Town Local Planning Area (LPA) is a locality characterized by retailing, large scale agriculture and is home to the Monymusk Sugar Factory. The LPA is located in southern Clarendon approximately 25.2km south of May Pen the parish capital. It is bounded by Bog to the north, Chesterfield to the south, Monymusk Sugar Factory to the east, and the National Housing Trust Scheme in Lionel Town to the west.

STATIN (2011) census data showed that the Lionel Town Local Planning Area had a population of 3,608 persons, due to a declining growth rate of -1.85 percent from the 2001 population. With the population projected to continue in decline, it is anticipated that it will decrease to 3,286 persons by 2016 and 2,528 persons by the year 2030.

TRANSPORTATION AND TRAFFIC

Transportation Centre

There is an assortment of modes of transportation available within the Lionel Town Local Planning Area; however the chief mode of transport is by way of route taxis and minibuses. There is currently no facility to accommodate public transportation in the LPA. The buses and taxis that ply the various routes throughout the area pick up and let off passengers arbitrarily along the roadway. There is a gathering of taxis especially along the Lionel Town Main Road in the vicinity of the police station and small plazas.

This situation causes unnecessary obstruction to the free flow of traffic and pedestrians using this section of the road, especially during peak time periods. It is therefore imperative that provisions for a transportation centre be made in an effort to improve the situation and make it safer for all road users.

FIFTH SCHEDULE, *contd.*

- POLICY LT T1 The local planning authority will seek the local authority to acquire a parcel of vacant land in the vicinity of Main Street for a Transportation Centre as shown on the Land Use Proposal Map.

Vehicular Parking

New developments should include adequate, well located and designed parking areas. It is important that commercial and office complexes provide adequate on site parking for their clients as there are no parking lots established throughout the Local Planning Area to supplement any deficiencies. The Lionel Town main road and off roads have limited parking provisions.

- POLICY LT T2 The local planning authority will support the establishment of parking facilities and on street parking along Main Street to satisfy the needs of commuters.

- POLICY LT T3 Proposed developments within the town centre that have no committed parking area, and is deemed by the local planning authority as having sufficient space to the rear of the lot, will be required, where possible, to provide parking thereon.

- POLICY LT T4 The local planning authority shall seek to provide and implement parking arrangements for disabled persons which will be in accordance with Appendix 8.

- POLICY LT T5 All new developments having outdoor parking lots shall make use of green and or permeable parking surface techniques.

Road Network

The Lionel Town Main Road is the main roadway throughout the local planning area (LPA). It is relatively fair condition with requisite drainage in some sections. The off roads within the local planning area are in a less satisfactory condition and in need of repair.

Sidewalks are not a common feature of the roads within the local planning area. Priority should be given to the provision of sidewalk facilities within the town centre as this is where the largest concentration of pedestrian traffic occurs.

- POLICY LT T6 Where sidewalks are being established the planning authority will seek to ensure that they are complemented with planted verges where practical and constructed so that they can be accessed easily by the disabled.

FIFTH SCHEDULE, *contd.*

- POLICY LT T7 The local planning authority will seek to ensure that the design and layout of streetscape is undertaken in such manner native flora are utilized to prevent the introduction of invasive species.
- POLICY LT T8 The local planning authority will seek to ensure that all new major and subdivision roads in the local planning area constructed in accordance with the standards in Appendix 6.

CONSERVATION OF THE NATURAL & BUILT ENVIRONMENT

Natural Environment

Lionel Town is surrounded by large parcels of agricultural lands used primarily for sugarcane cultivation. The Rio Minho is also relatively close to the local planning area and is an important source of water to the local planning area.

- POLICY LT C1 The local planning authority will seek to ensure that all activities adjacent to the Rio Minho are so undertaken as to mitigate any potential pollution of the river.

Historical, Archaeological Sites and Buildings

There are no listed heritage sites or national monuments within the Lionel Town Local Planning Area. There are however building such as the Watsonton Methodist Church and the Sugarcane Barracks within the local planning area which can be considered for preservation as historical buildings.

- POLICY LT C2 The local planning authority will support the declaration of any site or monument as a historical monument or site provided that it meets the criteria outlined by the Jamaica National Heritage Trust.
- POLICY LT C3 The planning authorities will seek to protect, preserve and enhance the special character and environs of historical buildings, especially those protected under the Jamaica National Heritage Trust Act.

Urban Economy

The major economic activities in the Lionel Town Local Planning Area consist of commerce, agriculture, light and heavy industries all of which serve as sources of employment.

FIFTH SCHEDULE, *contd.*

POLICY LT UE1 Planning permission will be granted to allow commercial activities and other mixed uses along the Lionel Town Main Road and adjacent streets where they are compatible with the existing developments and will not cause damage to the amenities of the area as identified on the proposed land use proposal map (Inset 5).

At present the site which once housed the market is left derelict and unused. No alternative has been provided for its use and vendors sell their goods along the road way in the town centre.

POLICY LT UE2 The local planning authority will seek to ensure the renovation of the existing market with the requisite facilities to the satisfaction of all users.

As population increases commercial and other service facilities will have to be established to meet the needs of the inhabitants. Commercial facilities will therefore be established as the need arises in areas identified on the land use proposal map for this purpose.

POLICY LT UE3 Lots zoned as Residential/ Commercial along the Lionel Town main road shall satisfy the ratio 60:40 commercial to residential use, and should be guided by all relevant standards and guidelines in this document.

Rural Economy

Sugarcane is cultivated on a large scale through the Monymusk Sugar Factory which is located on the western boundary of the local planning area (LPA). Many of the labour force for the factory reside in and around the local planning area which make the existence and operation of the factory a key contributor to the rural economy of the Lionel Town Local Planning Area.

POLICY LT RE1 Due to the existence of the sugar factory and its dependency on sugar cane as a source of raw material for its existence the planning authority will not in this instance grant permission for developments that would result in the loss of class I – III agricultural land.

POLICY LT RE2 The establishment of ancillary and or auxiliary industries to sugar manufacturing will be supported provided that they will not create a nuisance, nor affect the character and environment of the area.

There is a significant portion of land in Lionel Town that is covered by sugarcane cultivation. This limits the amount of lands available for other kinds of development if

FIFTH SCHEDULE, *contd.*

the need arises. The order will take this into account and will be mindful to consider other uses once it satisfies the local authority and does not detract from the character of the area.

POLICY LT RE3 Activities 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 it does not affect the character and appearance of the area in any way.

There may be occasions when it becomes necessary to house workers on or as near as possible to a farm for convenience. Normally, such buildings are usually of a temporary nature and may be allowed on good agricultural land.

POLICY LT RE4 Applications for dwellings of a temporary nature for agricultural workers and agricultural buildings on good agricultural land will be supported by the local planning authority in extenuating circumstances.

Diversification of the economic base within Lionel Town is being encouraged where possible.

POLICY LT RE5 The operation of cottage industries will be supported provided that it will not create a nuisance, nor affect the character and appearance of the neighbourhood.

SOCIAL AMENITIES

The Lionel Town Local Planning Area has most of the basic social amenities such as a police station, courthouse, schools, post office, community centre (emergency shelter), medical centres, library and several churches. Recreational open spaces are few within the local planning area.

POLICY LT SA1 The local planning authority will ensure that existing open spaces and amenity areas are safeguarded and where appropriate, new areas are provided.

POLICY LT SA2 The local planning authority will normally support the multipurpose use of community centre building where skill training facilities can be offered along with other beneficial social activities for community members.

Education plays an important role in furthering social and economic development of a country. The Lionel Town local planning area has educational facilities ranging from basic to secondary.

POLICY LT SA3 Developments which would result in the reduction of the available educational facilities will not be encouraged by

FIFTH SCHEDULE, *contd.*

the local planning authority unless provisions can be made at a suitable location within the local planning area to offset any loss which would result from such development.

Cemetery

The Lionel Town Local Planning Area currently does not have a public cemetery, presently burials within the community occur primarily on church property or in the Denbigh cemetery. A Suitable, site(s) should be considered for the establishment of a public cemetery.

POLICY LT SA4 The local planning authority will seek to identify suitable lands for a public cemetery, once this facility has been developed, the practice of onsite/family plot burials will not be supported by the local planning authority.

HOUSING

Housing within the Local Planning Area is primarily semi-detached and row concrete houses. Housing development will be encouraged in areas where maximum advantage can be taken of infrastructure already in place or where it provides an extension to the existing infrastructure.

Based on the 2011 STATIN census data there are approximately 1,062 housing units and 1,288 households in the Lionel Town Local Planning Area. Using an average household size of 3.1 persons, Lionel Town has ample dwelling units to provide for the local planning area's population.

POLICY LT H1 The local planning authority will identify lands, where appropriate to satisfy the demand for residential housing infrastructure within the local planning area.

POLICY LT H2 New residential developments in the area shall be compatible with the nature and character of existing developments.

POLICY LT H3 Density shall not exceed 125 habitable rooms per hectare (50 habitable rooms per acre) on a minimum lot size of 0.2 hectare (½ acre), with building heights not exceeding four (4) storeys for residential lots in areas that do not have connection a central sewage system; where there is no such system the units will be required to treat sewerage to at least a secondary level using any of the methods approved by the appropriate authority.

FIFTH SCHEDULE, *contd.*

It is imperative that balances be made between preserving viable agricultural lands and satisfying housing needs in this local planning area. The local planning authority will normally support the subdivision of land for homestead and farmstead use which will allow for the retention of economically viable agricultural plots.

POLICY LT H4 New housing development will be supported in areas where they do not conflict with the agricultural potential of the land.

In areas where residential accommodation is near to other non-residential activities there is always the possibility of encroachment by such activities.

POLICY LT H5 The local planning authority will not support industrial and large scale commercial uses within a residential community.

WATER SUPPLY

STATIN (2011) revealed that eighty one percent (81%) of the households in the Lionel Town Local Planning Area have access to public water supply. Currently, the area is supplied primarily by the National Water Commission. The Monymusk Sugar Factory has been a supplier of water to the local planning area through its provision to its workers. It is however the intention of this Order to ensure that all households have access to a clean, potable water supply preferably piped into dwellings.

POLICY LT WS 1 The local planning authority will support the upgrading of the existing public water supply system and will seek to ensure that it adequately service the local planning area.

WASTE TREATMENT AND DISPOSAL

Sewage Disposal

There are two main methods of sewage disposal within the Local Planning Area namely water closets and pit latrines. According to STATIN 2011 forty seven percent (47%) of households use water closets, however not this entire portion is within the centralized sewage system. The data also indicates that thirty four percent (34%) use pit latrines. Households that use water closets but are not attached to the centralized system implement the use of individual absorption pits usually located at the back of

FIFTH SCHEDULE, *contd.*

properties. It is imperative that all methods of disposal conform to those recommended by the relevant authorities.

POLICY LT WT1 Permission will not be granted for new buildings or extensions in areas without central sewage unless the sewage treatment facilities proposed will treat the sewage produced to at least a secondary level.

POLICY LT 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 that is acceptable to the planning authorities and other relevant agencies.

Solid Waste Disposal

The Local Planning Area is serviced by the National Solid Waste Management Authority. Sixty nine percent (69%) of the local area's household population have access to public garbage collection while twenty two percent (22%) practice burning. Regular solid waste collection would bring this percentage relatively lower therefore reducing the indiscriminate practices of solid waste disposal.

POLICY LT 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 and the facilities to do so.

FRANKFIELD LOCAL AREA PLAN

Description

The Frankfield Local Planning Area is located in the northern section of the parish of Clarendon. It is situated within the Rio Minho Watershed unit and is located approximately 25 km northwest of May Pen, the parish capital. The Frankfield area extends from Cow Pen in the north to Andrew Hill in the south; Guinea Corn in the west to Eel Gully/Park Hall in the east.

The 2011 STATIN Population Census revealed that Frankfield had a population of 2,795, a—2.6% population decline in growth from 3,625 in 2001. Based on population projections it is anticipated that the population will decline to 2,450 by 2016 and 1,694 by the year 2030.

FIFTH SCHEDULE, *contd.*

TRANSPORTATION AND TRAFFIC

Public Transportation

Public transportation within the local area is via route taxis and mini buses that ply routes originating from Frankfield and transporting individuals all the way to May Pen. The Frankfield square can be regarded as the transportation hub of the local planning area, as it is the focal point for vehicles going in all directions. The Frankfield Main Road is the major road network that connects communities such as Johns Hall, Trout Hall, Chapelton and Spaldings. There is no transportation centre or lay by present within the local planning area resulting in the picking up and letting down of passengers arbitrarily along the Frankfield main road creating traffic congestion.

- POLICY F T1 The local planning authority will seek to ensure that a transportation centre will be provided by the local authority for public passenger vehicles and commuters on the rail way lands for the purpose.

Road Network

The Frankfield Main Road is the major thoroughfare that traverses the local planning area. Other main roads such as Lampard road, Johns Hall road and the Andrew Hill main road are also heavily traversed by motorists and pedestrians. Within the local area there are no sidewalks along the major or interior roadways, making it unsafe for pedestrians.

- POLICY F T2 The local planning authority will seek to ensure that where sidewalks are being established, they are complemented with planted verges and constructed so that they can be accessed easily by the disabled.

Vehicle Parking

Parking for business establishments within the local planning area is inadequate as most establishments have limited or no onsite parking available for customers resulting in unregulated on street parking. New business enterprises and extensions will therefore be required to provide additional off street parking facilities to ease traffic congestion in the town.

- POLICY F T3 All new developments will be required to provide off-street parking facilities in accordance with the requirements in Appendix 8 before approval is granted by the planning authority.

FIFTH SCHEDULE, *contd.*

- POLICY F T4 The local planning authority will recommend to the authorities that on-street parking be allowed where possible and where it does not affect the free flow of traffic and easy movement of pedestrians and other road users.
- POLICY F T5 All new developments having outdoor parking lots shall make use of green and or permeable parking surface techniques.

CONSERVATION OF THE NATURAL & BUILT ENVIRONMENT

The Built Environment

The use of the rail service during the year 1925—1974 impacted significantly on the history of the Frankfield community. The Frankfield station was the terminus of approximately 33.8 km railway branch line running from May Pen to Frankfield. It was used to transport goods mainly agricultural crops and services, to and from the Frankfield local planning area. Though the rail service in the region has been discontinued, it could be conserved for possible restoration and reimplementation. The railway station can also be seen as a point of interest within Frankfield due to its contribution to the area.

- POLICY F C1 The local planning authority will support the declaration of the railway station provided that it meets the criteria established as a historical monument by the Jamaica National Heritage Trust.

Natural Environment

The Frankfield Local Planning Area is located in a river valley and is traversed by the Rio Minho from a north westerly to southerly direction. The Rio Minho is a major source of water supply to the residents of Frankfield and its surrounding communities.

- POLICY F C2 The planning authorities will not support any activities that will result in the degradation of the Rio Minho watershed unit and quality of the water resources throughout the local planning area.

Over the years, sections of the banks of Rio Minho have been eroded and this has led to the widening of the river bank mainly in the area of the Frankfield town centre, loss of roadways and under cutting of lands. River training exercises are needed to modify the course of the Rio Minho so as to minimize the undercutting of lands and the widening of the river bank.

- POLICY F C3 The local planning authority will support river training activities along the Rio Minho to enable the stability of the road network in Frankfield.

FIFTH SCHEDULE, *contd.*

The Frankfield Local Planning Area is predominantly hilly with agricultural holdings along the hillsides. According to NEPA's Thematic Report 2012 the Frankfield Local planning area consists of Guinea Corn formations that are characteristic with land slippage and high surface runoff.

POLICY F C4 The local planning authority will seek to ensure that any development allowed within the Guinea Corn formations is sensitive to the characteristics of this area and shall be in accordance with the hillside development guidelines, see Appendix 21, which may be revised from time to time.

URBAN ECONOMY

Frankfield Local Planning Area emerged as an urban centre during the years 1924-1975 based on its agricultural base with its focal point being the railway for the transfer of agricultural goods and services. Presently, the town has evolved into a centre dominated with commercial activities such as a bank, small shops, plazas, bars and offices.

POLICY F UE1 The local planning authority will seek to ensure that lands identified on the land use proposal map for commercial purposes and new commercial / mix use developments will be used for the purpose.

RURAL ECONOMY

Agriculture remains one of the main sources of employment for residents of the Frankfield local planning area. Crops such as citrus, coffee, cocoa and cash crops are grown by farmers for both domestic and commercial purposes. The development of specialized agricultural production schemes can also contribute to the economic development of the area.

POLICY F RE1 The local planning authority will support proposals for agricultural development, particularly in light of food security concerns amplified by climate change, provided that such development is not in conflict with the character of the area, or impact adversely on the environment or have a negative effect on surrounding residents.

POLICY F RE2 The relevant authority will support light industrial developments including agro-processing which are compatible with the general character of the area and will be confined to the area identified on land use proposal map. (See Inset 6)

FIFTH SCHEDULE, *contd.*

The Frankfield Local Planning Area acts as a catchment for agricultural produce in the northern section of Clarendon. The presence of a Jamaica Agricultural Society (JAS) office within the local planning area speaks to agriculture being a vibrant activity and aid to the economy. The Frankfield community has a designated market for the sale of produce. Presently this market is being under utilised and farmers go to May Pen, Spaldings and as far as Mandeville and Linstead to sell their produce.

POLICY F RE3 The local planning authority will seek to promote the development of viable agricultural ventures within the Frankfield local planning area by endorsing partnerships with the Jamaica Agricultural Society.

SOCIAL AMENITIES

A number of social amenities exist within the Frankfield Local Planning Area. These include educational and institutional facilities, a police and fire station and a market.

POLICY F SA1 Developments that would decrease or eliminate any of the social facilities in the Frankfield Local Planning Area will not be supported unless they are being replaced with a similar facility of equal or greater stature in the locality.

Open Space/Recreation

There is presently a need for a community centre and open recreational space for residents as the community lacks such services and uses the playfield of the Edwin Allen High School for recreational activities.

POLICY F SA2 The local planning authority will support the use of the playing field of the Edwin Allen High School by the community for open space and recreational use within the Frankfield Local Planning Area and will endeavour to identify a site for the purpose in the interim.

HOUSING

Housing facilities in the Frankfield Local Planning Area (LPA) are predominantly single family detached units primarily made of concrete and wood. The older housing stock contains housing amenities of two storeys, made of wood and nog.

The 2011 STATIN data shows Frankfield having a total of 738 housing units and 871 households. Hence, while using the average household size of 3.1 persons per dwelling the present dwelling units show as being inadequate to sufficiently provide for the locality. However having a declining population the number of housing units will be adequate in the coming years.

FIFTH SCHEDULE, *contd.*

The Frankfield Local Planning Area is approximately one thousand and eighty two hectares resulting in a density of 1.7 persons per hectare in 2011. However, the density within the area does not adequately reflect how residents are dispersed across the local planning area due to the terrain.

Provisions will be made by the Order to meet future housing demands within the local planning area.

POLICY F H1 Residential development will be supported by the planning authority in areas where these are already established and where the infrastructure can support additional development. (See Inset 6).

The Guinea Corn formation within the Frankfield Local Planning Area is not suitable for high density developments. Developments of a less dense nature will be promoted to add to the present housing stock if required. Housing developments in vulnerable areas will not be permitted so as to ensure safety of persons and properties. Where developments are located on slopes/hillside Appendix 21 will apply.

POLICY F H2 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 to safeguard.

POLICY F H3 In areas of steep slopes or unstable geology, density for single family/duplex developments may be varied by the planning authorities and shall be in accordance with the hillside development guidelines which may be revised.

POLICY F H4 For single family/ duplex developments, density shall not exceed 125 habitable rooms per hectare (50 habitable rooms per acre) on a minimum lot size of 0.2 hectare (½ acre), and may, in relation to the physical conditions existing in the area, be varied by the planning authority.

In sections of the local area where there is a mixture of residential and commercial uses, the residential use will be of dominance and the commercial use positioned toward the front of the designated lot.

POLICY F H5 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.**Water Supply*

Approximately seventy five percent (75%) of the Frankfield Local Area's population has access to public water supply. That percentage represents 657 of the 871 households. Private catchment tanks and rivers are the other major sources of water supply. It is the directive of the planning authority to ensure that all proposed developments within the planning area provide access to potable water.

POLICY F WS1 Rainwater harvesting will be encouraged in new residential and other developments as a supplement to the public water supply system.

WASTE TREATMENT AND DISPOSAL

Sewage Disposal

The area is not served with a central sewage system hence pit latrines and absorption pits are the main methods of sewage disposal. There are no future plans for the construction of a central sewage system in Frankfield. To prevent the pollution of the Rio Minho strict precautions have to be taken in the type of sewage disposal methods used within the area. This will involve treatment to at least the secondary level.

POLICY F WT1 In the absence of a central sewage system, 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, may be used.

Solid Waste Disposal

The 2011 STATIN data showed that approximately fifty eight percent (58%) of the residents in Frankfield dispose of solid waste mainly through burning. Thirty five percent (35%) access public garbage collection while the remaining percentage dump and bury solid waste. Indication of dumping was present mainly along the banks of the Rio Minho. Proper and regular solid waste disposal methods have to be implemented hence minimizing the pollution of the river and surrounding environment.

POLICY F WT2 The local planning authority will support the placement of garbage receptacles at strategic locations to serve residents and other entities within the local area.

SPALDING LOCAL AREA PLAN

Description

Spalding is a thriving rural town that spans the Manchester-Clarendon parish border. However, for the purposes of this Order the Spalding local planning area refers to the portion that falls within the boundaries of the Clarendon Development Order Area and

FIFTH SCHEDULE, *contd.*

is located in the North-Western region of the parish. The local planning area extends from Santa Hill in the north to Balcarres/Ritchies in the south; the parish boundary in the west to White Shop in the east.

According to the Statistical Institute of Jamaica (STATIN) Population Census of 2011, the Local Planning Area had a population of 2,147 persons. This represents a decline of approximately—2% per annum during the 2001 to 2011 intercensal period. Based on population projection, the population is estimated to be approximately 1,941 persons by 2016 and 1,463 persons by the year 2030.

The town of Spalding is considered a hub for commercial activities providing linkages to other areas. It is home to Knox Community College Complex of schools that offer educational services from primary to tertiary levels to residents and students from surrounding parishes.

TRANSPORTATION AND TRAFFIC

Public Transportation

The main modes of public transportation in Spalding are provided by public passenger vehicle operators (route taxis and minibuses) most of which are registered with the North Central Clarendon Taxi Association. Presently the area has a transportation centre which is operated by the local authority (Clarendon Municipal Corporation). However, this area is underutilized by the public passenger vehicle operators as they continue to use areas on the main roads in the town or in front of businesses to pick up and let down passengers. They also often park along the three main roads radiating from and at the intersection of the town square. This is an unsatisfactory situation as they obstruct the free flow of traffic and make it dangerous for other vehicles and road users including pedestrians using this section of the town. It is necessary that provisions be made to improve the situation and make it safer for all road users.

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| POLICY S T1 | The local planning authority shall ensure full compliance and usage of the Minnie Mae Clarke Transportation Centre by all public passenger vehicle operators. |
| POLICY S T2 | The local planning authority will ensure that the transportation centre is equipped with the requisite facilities to satisfy the needs of the commuting public. |

Road Network & Infrastructure

Spalding's existing road pattern & infrastructure has become inadequate to support the sometimes heavy through flow of traffic both motorized and non-motorized. The layout of Spalding town centre is of a linear pattern spreading along the three main

FIFTH SCHEDULE, *contd.*

roads radiating from the intersection considered to be the heart of the town. The three (3) main roads that converge in the town are the Spalding Main Road, Spalding to Cave Valley Main Road and the Spalding to Frankfield Main Road. These three main roads provide access to other local planning areas and as such are heavily traversed by vehicular and pedestrian traffic.

The road infrastructure within Spalding, however, is in need of improvement. The improvements required would include but is not limited to road repairs, upgrading, surfacing and widening where possible as well as the installation of sidewalks and drains. The Spalding to Cave Valley main road has required constant repairs over the years as it frequently gets damaged by land slippages during heavy periods of rainfall.

POLICY S T3 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 so that it also caters for the disabled and for public safety in general.

Vehicular Parking

The town of Spalding is heavily traversed by pedestrian and vehicular traffic. However, the area has a chronic problem of inadequate parking spaces both on and offsite. With the exception of only a few commercial establishments providing onsite parking to customers the town area is virtually void of parking facilities, hence customers park alongside main roads in front of business premises. The problem is further exacerbated by public passenger vehicle operators who also park arbitrarily in the town resulting in obstruction to the free flow of traffic. To achieve the overall transportation objectives for the town of Spalding, efficient and effective traffic management initiatives have to be put in place and suitable accommodation made for the development of a public/municipal parking facility.

POLICY S T4 The local planning authority will seek to identify and secure a suitable section of the Transportation Centre for the development of a multi-storey car parking to supplement the parking accommodation within the town centre.

POLICY S T5 All new or extensions of commercial and office development which are unable to meet the parking requirements on site will be required to rent/purchase space in the proposed municipal car park.

POLICY S T6 The local planning authority shall seek to provide and implement parking arrangements for disabled persons which will be in accordance with Appendix 8.

FIFTH SCHEDULE, *contd.*

Where parking facilities are provided, they should be adequately landscaped as this significantly improves the appearance of these developments and should be provided where these exist. The provisions detailed in Appendix 10 should be adhered to.

POLICY S T7 All car parks should be landscaped or incorporate some method of green technology or permeable parking surface techniques to the satisfaction of the planning authorities.

CONSERVATION OF THE NATURAL AND BUILT ENVIRONMENT

The Spalding local planning area comprises of a dynamic, natural and built environment, in the hilly region of North Western Clarendon. Its geology and built up area warrants the need for sound conservation policies to ensure that development occurs in a sustainable manner.

Natural Environment

The Spalding local planning area consists of varying soil types and geological formations that make up its natural environment. The characteristics of these soil types range from moderate to very high erosion hazard susceptibility. Therefore, they require suitably adequate drainage systems be put in place to mitigate against soil movements and erosion.

POLICY S C1 The local planning authority will ensure that development proposals are properly assessed and referred to the appropriate agency, to minimise potential impacts of developments on soil integrity.

According to NEPA's Environmental Thematic Report for Clarendon 2011 the Spalding's local planning area is home to the Bones Cave, located in White Shop. The Bones Cave serves natural ecological functions within that area and has warranted protection against human-induced interferences.

POLICY S C2 No development will be supported in the vicinity of the Bones Cave that will be detrimental to its existence and function.

URBAN ECONOMY

The urban economy of Spalding is primarily driven by the business/commercial activities within the town centre of the local planning area. However, because of the concentration of development in the urban core and the difficulty being experienced in moving around it is necessary that commercial activities be decentralized to ease the situation.

POLICY S UE1 The local planning authority will support proposals for new commercial and office activities on lots zoned for that

FIFTH SCHEDULE, *contd.*

purpose in the Spalding Local Planning Area, which increases the range and quality of the local facilities and services, and are readily accessible to residents.

RURALECONOMY

Subsistence farming still plays a vital role within the economy of Spalding as some residents rely on this as their generating source of income. It is recommended that supplementary activities such as agro processing be developed so as to enhance the economy and at the same time ease the stress placed on the town centre. Proposals for light industrial/agro-processing industries will favourably be considered on lands ancillary to any agricultural use.

POLICY S RE1 Agro-processing and cottage industries will be supported by the planning authority along the Spaldings to White Shop main road on lots zoned for such use on the proposal map.

Housing

According to STATIN 2011 census housing information, Spalding had a total number of 717 dwelling units. However based on the projected population decrease and an average household size of 3.1 persons, the present housing stock is sufficient to satisfy the present and future housing needs to the year 2030.

POLICY S H1 In order to provide affordable units and discourage fragmentation of subdivided lands, housing solutions including service lots and starter units will be encouraged by the planning authority.

POLICY S H2 Residential developments will be supported by the planning authority in areas where these are already established and where the infrastructure can support additional development.

POLICY S H3 In areas of steep slopes or unstable geology, density for single family/duplex developments may be varied by the planning authorities and shall be in accordance with the hillside development guidelines which may be revised.

FIFTH SCHEDULE, *contd.*

POLICY S H4 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 S H5 For single family/ duplex developments, density shall not exceed 125 habitable rooms per hectare (50 habitable rooms per acre) on a minimum lot size of 0.2 hectare (½ acre), and may, in relation to the physical conditions existing in the area, be varied by the planning authority.

SOCIAL AMENITIES

The Spaldings Local Planning Area is service by most of the basic social amenities, primarily education and community facilities such as a post office, police station, library, and churches. The local planning area also has access to a Type III health centre located in the section of Spaldings that falls in neighbouring parish Manchester. These facilities serve the communities within the Spaldings Local Planning Area as well as other planning areas.

Recreational Area/Open Space

The local planning area lacks a community centre and open recreational spaces for its residents. Presently, a private land across from the Spaldings Primary School is used for recreational purposes by the school and surrounding residents. The local planning authority will support the acquisition of this land to serve as a public recreational area for the school and residents.

POLICY S SA1 The local planning authority will recommend that the private land across from the police station be acquired for the possible erection of a community centre with recreational space to serve the local planning area.

Educational Facilities

The local planning area presently has a number of educational facilities that serve residents in and outside of the area. The Spaldings High School spans the Clarendon-Manchester parish boundary and will therefore require special provisions to be made by the local planning authority to assess any future developments of it. However, the local planning authority will support any expansion of the Knox Community College Complex of Schools as the need arise.

POLICY S SA2 The local planning authority will support development on lands owned by the Knox Community College Complex of Schools for the extension of the school or any use that is auxiliary to the existence of the school.

FIFTH SCHEDULE, *contd.*

- POLICY S SA3 New proposals for educational and institutional uses will be assessed on their needs and the local planning authority will identify lands for their location.

WATER SUPPLY

Less than a half of the households in Spaldings is connected to a piped water supply system. Catchment tanks and public standpipes are the major sources of water supply. Due to the high cost associated with supplying piped water to each dwelling householders will continue to rely on catchment tanks until the required system can be implemented. The local planning authority will therefore ensure that all proposed developments make these provisions for access to potable water.

Rainwater harvesting will be encouraged in residential and other developments to improve access to potable water supply system.

- POLICY S WS1 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 Disposal

There is no central sewerage system in the Spalding Local Planning Area and as such septic tanks and absorption pits are the main methods of sewage disposal. Due to the lack of a reliable and adequate piped water supply system in some sections, the traditional pit latrine continues to be used by a number of households. However this should be upgraded to the Ventilated Improved Pit-Latrine (VIP) type.

- POLICY S WT1 Consideration will not be given to high density development unless sewage disposal is by means of a central collection and treatment system or a system satisfactory to the relevant authorities.

- POLICY S WT2 The minimum sewage disposal methods which will be permitted for any development includes but is not limited to:—

- (i) Septic tank and tile field.
- (ii) Any other safe and appropriate waste disposal technology that may be developed at the time, which is satisfactory to the health authorities.

FIFTH SCHEDULE, *contd.**Solid Waste*

According to STATIN 2011 Census, seventy-one percent (71%) of residents have access to public solid waste collection, twenty seven percent (27%) burn, while the remaining percentage bury or burn solid waste. This is unsatisfactory, as it impacts upon the health and quality of the environment and its inhabitants.

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| POLICY S WT3 | The local planning authority will ensure that proper garbage receptacles are strategically placed throughout the town and is collected on a regular basis. |
| POLICY S WT4 | The local planning authority will support the routine collection and recycling of solid waste as much as possible and the facilities to do so. |
| POLICY S WT5 | The disposal of solid waste into sinkholes, depressions or caves will not be supported by the planning authority. |

KELLITS LOCAL AREA PLAN

Description

Kellits is a small rural town located in the north-eastern region of the Parish of Clarendon. The boundary runs from the intersection of Sandy River to Kellits Secondary Road and Whysha Road in the North, thence South-Easterly to the intersection of Burn Road and Kellits to Lookout Secondary Road, thence Westerly along Pindars River to Betty Gully and Shooter. It is located approximately 20km (13 miles) north of May Pen, the capital of Clarendon.

STATIN (2011) census data showed that the Kellits Local Planning Area had a population of 2,105 persons, due to a declining growth rate of—1.39 percent from the 2001 population of 2,423 persons. With the population projected to continue in decline, it is anticipated that it will decrease to 1,830 persons by 2021 and 1,613 persons by the year 2030.

The Kellits Local Planning Area comprises a vibrant urban core surrounded by predominantly agricultural uses. The urban core consists of one and two storey modern concrete structures; while the residential area consists predominantly of single family concrete units. The town possesses most of the major requirements for a District Centre.

Provision is hereby made for the orderly and progressive development of the Kellits Local Planning Area as outlined in the First Schedule.

FIFTH SCHEDULE, *contd.*

POLICIES FOR THE KELLITS LOCAL PLANNING AREA

TRANSPORTATION AND TRAFFIC

Public Transportation

Transportation within the local planning area is provided by means of private motor vehicles or publicly by route taxis and minibuses. Taxis and buses transport commuters from adjoining areas such as Crofts Hill and Brandon Hill to and from Kellits.

The Kellits Local Planning Area does not have a public transportation centre and does not generate enough activity to require a public passenger transportation centre at this time. However, allowance will be made to secure lands for this facility. Public passenger vehicles park for the loading and unloading of passengers along the roadways. They are concentrated mostly in the area of the town where pedestrian presence is highest near to the Kellits High School.

POLICY K T1 The local planning authority will seek to ensure that sidewalks being established meet the regulations within this growth centre are easily accessed by disabled users and persons with special needs.

POLICY K T2 The local planning authority will ensure that any road improvements taking place in the vicinity of the High School should provide lay-byes for the loading and off loading of the buses.

Parking

The local planning authority will take the necessary steps to prevent the Kellits Local Planning Area from becoming congested within the core, through the implementation of the parking requirements.

POLICY K T3 All new developments and extensions shall be required to satisfy their parking requirements on site unless such provisions can be met elsewhere to the satisfaction of the local planning authority.

POLICY K T4 The local planning authority shall seek to provide and implement parking arrangements for disabled persons which will be in accordance with Appendix 8.

POLICY K T5 All new developments having outdoor parking lots shall make use of green and or permeable parking surface techniques.

FIFTH SCHEDULE, *contd.*

CONSERVATION OF BUILT AND NATURAL ENVIRONMENT

The National Environment

Whereas there is no immediate concern for the conservation of any special areas in the built environment, there is a need for the conservation of the natural environment. The Pindars River and two small tributaries are located with the local planning area and majority of the southern section of the local planning area has steep slopes that are not conducive to residential developments or agricultural activity.

POLICY K C1 The local planning authority will not permit the sub-division of land for purposes that will result in major soil erosion or threaten the existence of settlements in its location.

POLICY K C2 There shall be a “no-development zone” along the eastern river in the local planning area at a minimum of twenty (20) metres or approximately sixty-five (65) feet measured horizontally from the banks of the river.

URBANECONOMY

Agriculture is the major land use in Kellits. However it has become thriving business and administrative business district for surrounding communities in and around Clarendon.

POLICY K UE1 The local planning authority will endeavour to maintain the economic base of the community by protecting and preventing activities that will threaten the existence of business and administrative functions of the town.

Although agriculture plays a major role in the economic development of Kellits there are other job opportunities available in small shops that exist in the area. These shops are necessary for goods and supplies to be made available to the residents in small quantities. There is also the need to stimulate and diversify the economy of the area by providing alternative forms of economic activities for residents.

POLICY K UE2 The local planning authority will grant permission for the erection of small commercial developments where they are needed to meet the needs of the residents of the community and where they would not be in conflict with any of the policies in this order.

RURAL ECONOMY

Agriculture is the main productive land use in Kellits. The main crop grown in the area is sugar cane. Diversification of activities in the economic sector is important to expand the economic base of the Local Planning Area. The planning authorities will support proposals that will provide employment for residents and strengthen the rural economy of Kellits.

FIFTH SCHEDULE, *contd.*

- POLICY K RE1 Agro-industrial development will normally be permitted in Kellits provided that such proposed developments are at suitable locations where the infrastructural facilities are available and the character of the area and surrounding uses will not be un-neighbourly or incompatible.

HOUSING

Based on the 2011 STATIN census data there are approximately 768 households in the Kellits Local Planning Area. Using an average household size of 3.1 persons, Kellits has ample dwelling units to provide for the local planning area's population.

- POLICY K H1 Planning permission will be granted by the local planning authority for residential developments in the areas identified for the purpose on the land use proposal maps.

- POLICY K H2 Based on the terrain housing developments will not be permitted in areas that are vulnerable to landslides and flooding or where they would destroy the natural environment or amenities of the locale.

- POLICY K H3 Where retaining walls have to be constructed to prevent land slippage or erosion the local planning authority will not grant planning permission for their erection or any development on the site until approval has been obtained from the relevant authorities.

New residential developments should provide the convenience of certain amenities and services; and have aesthetically pleasing designs along with an open space for the increased comfort and pleasure of its residents.

- POLICY K H4 In areas of steep slopes or unstable geology, density for single family/duplex developments may be varied by the planning authorities and shall be in accordance with the hillside development guidelines which may be revised.

- POLICY K H5 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 K H6 For single family/duplex developments, density shall not exceed 125 habitable rooms per hectare (50 habitable rooms per acre) on a minimum lot size of 0.2 hectare (½ acre), and may, in relation to the physical conditions existing in the area, be varied by the planning authority.

FIFTH SCHEDULE, *contd.*

SOCIAL AMENITIES

The social facilities provided not only serve the communities within the Kellits Local Planning Area but also the nearby areas such as Crofts Hill and Brandon Hill. The appropriate General Development and Sector Policies of this Order may also be applicable where they are relevant to the development being undertaken.

- POLICY K SA1 Planning permission will not be granted for any development that will eliminate or decrease any of the existing social facilities.
- POLICY K SA2 The local planning authority will support the use of any of the existing social facilities for a compatible use that will not detract from the original use.
- POLICY K SA3 The local planning authority will support the expansion, upgrading and maintenance of all social facilities as the need arises.

Recreation and Open Space

Open space is an important aspect which contributes to the general quality of life for residents. These areas provide places for persons to foster social interaction and relaxation. Kellits has limited recreational and public open spaces for use and enjoyment by residents. It is prudent that these spaces of high amenity value to the residents be preserved and improved where necessary.

- POLICY K SA4 The local planning authority will seek to ensure that all lands approved for open spaces or recreational use is developed only for such purposes.
- POLICY K SA5 No structure shall be allowed on any public open space that does not complement the use thereof.

Educational and Institutional

Education plays an essential role in promoting national well-being and the social, economic and cultural development of a locality. Basic, secondary and vocational schools are located within the Kellits Local Planning Area.

- POLICY K SA6 The local planning authority in consultation with the Ministry of Education will seek to identify suitable lands for any development which will promote the improvement of educational facilities within the Local Planning Area.
- POLICY K SA7 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.

FIFTH SCHEDULE, *contd.*

WATER SUPPLY

The 2011 Population Census revealed that approximately sixty percent (60%) of residents within the Kellits Local Planning Area have access to piped water while the remaining residents use stand pipes, catchments and other water sources. The existing water supply system needs to be improved and maintained, to ensure adequacy of the water system as population grows and water demand increases.

POLICY K WS1 All new developments will be required to make provision for rainwater harvesting.

WASTE TREATMENT AND DISPOSAL

There is no central sewage system in the Kellits Local Planning Area. The 2011 Population Census revealed that approximately thirty-seven percent (37%) of households in Kellits use the traditional pit latrine as the means of sewage disposal. The relevant authorities have become more stringent with regards to the management of waste and sewage; there is a concerted effort to have sewage treated at least to a secondary level.

POLICY K WT1 Permission will not be granted for new developments or extensions unless:

- (i) the sewage treatment facilities proposed will treat the sewage to at least a secondary level or
- (ii) 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 2001 Population Census showed that 10% of residents have their garbage collected regularly by The National Solid Waste Management Authority. However, 64% of residents dispose of their solid waste by burning. Methods of recycling should 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.

POLICY K 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.

POLICY K WT3 The local authorities will be encouraged to place solid waste receptacles/skips around the Local Planning Area in accessible location for public use.

FIFTH SCHEDULE, *contd.*

MOCHO LOCAL AREA PLAN

DESCRIPTION

The Mocho Local Planning Area (LPA) is located in west central Clarendon. It is approximately fifteen kilometres (15 km) northwest of May Pen the parish capital. The LPA is characterised by undulating topography as it encompasses the Mocho Mountains within its borders. Mocho's growth and development has been largely dependent on bauxite mining and agriculture.

Data from the 2011 STATIN population census showed a decline of the Mocho local planning area's population. The population declined from 1,787 persons in 2001 to 1,530 persons in 2011. This translates to an annual growth rate of -1.54 per cent over the period. Population of the Mocho Local Planning Area is estimated to stand at approximately 1,416 in 2016 and it is also projected that the population of local planning area will be approximately 1,231 by 2030. The Mocho Local Planning Area is approximately nine hundred and seven (907) hectares resulting in a density of 1.7 persons per hectare in 2011. It should however be noted that this density does not adequately demonstrate the concentration of residents throughout the local planning area (LPA) as the prevailing terrain hinders this dispersion.

TRANSPORTATION AND TRAFFIC

Public Transportation

Public Transportation provides people with mobility and access to employment, community resources, medical care and recreational facilities not only in their communities but to other destinations as well.

The main modes of public transportation in Mocho are by route taxis and minibuses. Presently there is no facility to accommodate public transportation. The buses and taxis that ply the various routes throughout the area often park alongside the main road to allow passengers to embark and disembark. This may cause traffic congestion particularly along the narrow roads which are not wide enough to accommodate parked vehicles, pedestrians and moving traffic. This is an unsatisfactory situation as they obstruct the free flow of traffic and make it dangerous for all road users. It is important that parking provisions be made to improve the situation.

POLICY M T1	The local planning authority will seek to have the relevant authority construct lay bys in the vicinity of schools and other public areas at appropriate locations within the planning area to accommodate public passenger vehicles and to facilitate traffic movement and management throughout the local planning area.
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FIFTH SCHEDULE, *contd.**Vehicular Parking*

It has been identified that the majority of the establishments within the Mocho Local Planning Area do not provide adequate on site parking for customers. This has led to customers parking alongside the often narrow roadways of the local planning area, therefore obstructing the free flow of traffic and movement of pedestrians. This is further exacerbated by delivery trucks which also compete with the patrons for the limited space.

- POLICY M T2 The local planning authority will support the establishment of public and private car parks/lots within the local planning area to satisfy the needs of commuters and mitigate parking problems.
- POLICY M T3 The local planning authority shall seek to provide and implement parking arrangements for disabled persons which will be in accordance with Appendix 8.
- POLICY M T4 All new developments having outdoor parking lots shall make use of green and or permeable parking surface techniques.

Road Network

Mocho provides one of the main links between the central and north western sections of the parish by means of a main road and a few secondary roads. The development of Mocho is intertwined with having an efficient and safe road system.

- POLICY M T5 The local planning authority will seek to ensure that all roads are properly maintained for the safety and movement of commuters.

Provision has to be made for sidewalks along the main and interior roads. Sidewalks are part of the road right of way (reservation) used for pedestrian movement and are necessary to separate pedestrian from vehicular traffic. They should wherever possible be complemented with planted verges and be landscaped with local flowering and ornamental shrubs. In constructing sidewalks provision should be made for access by disabled persons. The recommended width of sidewalks in relation to road width is given under visibility splays in Appendix 15.

- POLICY M T6 The planning authorities will support any rehabilitation of the arterial or any other roads carried out in the area that seeks to improve and or add adequate sidewalk facilities, for the use and safety of pedestrians, including the disabled.

FIFTH SCHEDULE, *contd.*

CONSERVATION OF THE NATURAL AND BUILT ENVIRONMENT

Natural Environment

Throughout the Mocho Local Planning Area are mined out bauxite lands that are either unused or developed and used for agricultural purposes. However, these mined out lands should be restored and landscaped close to its primary form.

These lands aid in improving the vista throughout the hills and valleys of the local planning area.

POLICY M C1 Mined out and reclaimed lands within the local planning area should be properly landscaped or replanted with either native or none invasive fruit trees or timber trees to the satisfaction of the relevant authorities.

POLICY M C2 No development will be supported in the vicinity of sink holes or caves that will be detrimental to their existence.

There are sections of the Local Planning Area in which the topography does not allow for any development. These areas should be left in the natural state as any development may result in an increase in the susceptibility of the area to hazards such as land slippages.

POLICY M C3 The local planning authority will ensure that areas highly susceptible to natural hazards are kept in their natural state as all development proposals within these areas will be required to meet the standards outlined by the relevant agencies to mitigate against any increase vulnerability before being considered.

Historical, Archaeological Sites and Buildings

There are no listed national monuments or historic sites within the local planning area. The Stewarton Pond represents a period of history within Mocho where plantations were once present and should be regarded as a place of interest.

POLICY M C4 The local planning authority will support the declaration of this site as one of historical interest or site provided that it meets the criteria outlined by the Jamaica National Heritage Trust.

URBAN ECONOMY

The economic development of the Mocho Local Planning Area has been heavily linked with the bauxite industry. In the 1970's Jamaica Aluminium Company (JAMALCO) started mining bauxite in Mocho and was the focal economic point until 2003 when

FIFTH SCHEDULE, *contd.*

bauxite mining ceased. Presently the main commercial activity is small corner shops. The majority of the economic commercial activities are in clusters and located along the Main Road.

POLICY M UE1 Lands have been identified on the land use proposals maps (Inset Map 9) for commercial purposes and such developments will be encouraged in these areas.

RURALECONOMY

Agriculture remains one of the main sources of employment for small farmers in Mocho. Various crops are grown for both domestic and commercial purposes. The development of agro-forestry and specialized agricultural production systems contribute to the economic development of the area.

POLICY M RE1 The local planning authority will support proposals for agricultural development, particularly in light of food security concerns amplified by climate change, provided that such development is not in conflict with the character of the area, or impact adversely on the environment or have a deleterious effect on surrounding residents.

POLICY M RE2 Light industrial developments including agro-processing which are compatible with the general character of the area will be encouraged in Mocho.

TOURISM

Tourism is almost non-existent in Mocho, however there are many folktales which mention Mocho which could be used to attract tourists to the local planning area. The natural environment in terms of the undulating hills is also an area which could be capitalized on to increase and improve the tourism product available in Mocho.

POLICY M TO1 The local planning authority will support proposals for small scale eco-tourism activities such as small cabins and hiking trails as long as they are not detrimental or incompatible with the natural environment of the area.

SOCIAL AMENITIES

There are several essential social amenities available in the Mocho Local Planning Area. Presently the area has a Health Centre, a post office, a police station, a community centre, schools at various levels and several churches.

POLICY M SA1 The use of the existing social facilities for other compatible uses will be supported by the planning authorities provided their individual requirements are met and they would not be out of character with the area.

FIFTH SCHEDULE, *contd.*

HOUSING

According to the 2011 STATIN population census the total amount of household stood at 628 with a population of 1,530. Based on current trends and projections the population will decline to approximately 1,416 by the year 2016 and 1,231 by the year 2030.

Residential housing units in the area are predominantly single family detached units. As an agricultural based community care has to be taken that the economic base is not eroded in the short term by the sterilization of agricultural land for housing development.

POLICY M H1 New housing developments in the area will be supported where they do not conflict with the agricultural potential of the land.

The use of a density range allows developers to vary the size and types of dwellings on a site. Densities will take into consideration the local characteristics including geology and slope along with the character and interest of surrounding developments. The Mocho Local Planning Area is undulating with varying slopes and gradients.

POLICY M H2 In areas of steep slopes or unstable geology, density for single family/duplex developments may be varied by the planning authorities and shall be in accordance with the hillside development guidelines which may be revised.

POLICY M H3 For single family/ duplex developments, density shall not exceed 125 habitable rooms per hectare (50 habitable rooms per acre) on a minimum lot size of 0.2 hectare (½ acre), and may, in relation to the physical conditions existing in the area, be varied by the planning authority.

To minimize the future loss of residential accommodations and to avoid the gradual change of use of an area, businesses in domestic property will be limited to a minor area 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 affected.

POLICY M H4 Where the building is used partially for residential purposes and any other compatible use the local planning authority will institute strict operating hours and will ensure that there is no external alteration to the design of the building.

FIFTH SCHEDULE, *contd.*

WATER SUPPLY

There is a severe water problem within the Mocho Local Planning Area. The community continues to rely heavily on private supplies as outlined in the STATIN data for the 2011 census period, where eighty three percent (83%) of the households depend on their own sources for water. Less than ten percent of the households depend on public water supply. It is the mandate of the planning authority to ensure that all proposed developments within the local planning area provide access to potable water and implement the installation of water harvesting equipment.

POLICY M WS1 The planning authority will not grant permission for any development which does not provide suitable and adequate water supply. This may take the form of a catchment tank or other facility to satisfy water supply requirements.

POLICY M WS2 Rainwater harvesting will be encouraged in residential and other developments to improve access to potable water supply system.

WASTE TREATMENT AND DISPOSAL

With technological advances and increase awareness as to the interrelationship between environmental degradation and pollution, the proper disposal of waste is extremely important.

Sewage Disposal

The topography within the Local Planning Area provides the opportunity for various methods of sewage disposal facility to be undertaken. The types of systems utilized in the low-lying areas are not necessarily the most suitable and cost effective for hilly regions.

POLICY M WT1 No permission will be granted for new housing developments unless the sewage treatment facilities proposed is satisfactory to the local planning authority.

Solid Waste Disposal

There are no solid waste disposal sites in Mocho. The most common means of disposal is by burning. The 2011 population census revealed that approximately seventy one percent (71%) of the 628 households identified burning as their means of disposing solid waste.

POLICY M WT2 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.

FIFTH SCHEDULE, *contd.*

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 M WT3 All developments will be required to make adequate provision for the storage and collection of solid waste which should if possible be sorted into non-recyclable and recyclable categories.

FIFTH SCHEDULE, *contd.*

APPENDICES

APPENDIX 1

GENERAL GLOSSARY

In these Appendices—

“advertisement” means any word, letter, model, sign, placard, board, notice, device or representation, whether illuminated or not, in the nature of and employed wholly or in part for the purposes of advertisement, announcement or direction, and without prejudice to the foregoing provision includes any hoarding or similar structure used or adapted for use for the display of advertisements, and references to the display of advertisements shall be construed accordingly;

“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; See also Third Schedule—Part 5—for the explanation of certain terms used in the pursuit of agriculture and for which planning permission is required).

“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 strata development in which the units in the building are located above each other, the roof of one unit being the floor of the one above, and having shared entrances and other essential facilities and services and with shared facilities provided for dwelling units;

“building line” means a line established from an officially designated centre line or boundary of a street from which all front and street setbacks required under this Order shall be measured and determined;

“built up area” means land forming part of the urban area which is either developed, committed for development or the subject of a new land allocation in this plan. It is a policy boundary concept rather than what exists and is the area within which the general presumption is in favour of 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.

FIFTH SCHEDULE, *contd.*APPENDIX 1, *contd.*

“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.

“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 unroofed, enclosed by walls, or open space used for accommodation or any auxiliary purposes but does not include parking areas;

“growth centre” 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, apartments, 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—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;

“no-build zone” means that the construction of structures is prohibited;

“non-conforming use” means the use of a building, structure, land or portion thereof which use does not conform with the use regulations designated for the area in which it is located;

“office” means a place in which clerical and administrative work is undertaken or a place used for transacting business;

FIFTH SCHEDULE, *contd.*APPENDIX 1, *contd.*

- “professional office” means a place used by professionals for the practice of their profession;
- “public open space” means land which is reserved for the use of the public;
- “quarry” shall have the same meaning as in the Quarries Control Act;
- “residential density” in relation to any area, means the number of habitable rooms per hectares and is calculated by adding together all habitable rooms in a selected area and dividing by the acreage;
- “rural areas” mean lands outside the built up area or coastal areas;
- “satellite antenna” means an apparatus designed for transmitting microwave radio energy to satellites or receiving it from them, and includes any mountings or brackets attached to such apparatus;
- “shop” means a building used for the carrying on of any retail trade or retail businesses wherein the primary purpose is the selling of goods by retail and without prejudice to the generality of the foregoing includes a building used for the purpose of a hairdresser, undertaker, travel agency, or as a receiving office for goods to be washed, cleaned or repaired or for any other purpose appropriate to a shopping area, but does not include a building used as fun fair, garages, or for petrol filling;
- “storey” means that portion of a building included between the surface of any floor and the surface of the floor next above, or if there is no floor above it, then the space between such floor and the ceiling next above it;
- “strategic gap” means an open area of land where development will be strictly controlled to prevent the coalescence of existing built up areas;
- “studio” means an open multifunctional unit which serves as a living, sleeping and cooking area along with a bathroom (which may or may not be enclosed) and having a maximum floor area of 350 square feet;
- “townhouse” means a one-family two or three storey dwelling in series with a group of two or more such dwellings each located on a separate lot and separated from each other by an adjoining fire wall or walls without opening in such walls;
- “use classes order” means the classes of land use within which certain changes of use may take place without requiring planning permission, as they are deemed not to involve development;
- “warehouse” means a building, or land used temporarily for the purpose of storage or distribution of goods and materials.

FIFTH SCHEDULE, *contd.*APPENDIX 1, *contd.*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 20m by 20m (65.6 by 65.6ft) in size and the physical barrier shall be a minimum of 3 metres (9.8ft) 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 (9.8ft) 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 means—electromagnetic wave of frequencies lower than three million megahertz propagated in space without artificial guide (Radio and Telegraph Control Act).

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.

FIFTH SCHEDULE, *contd.*

APPENDIX 2

LIST OF LOCAL PLANNING AREAS

The town of May Pen is the parish capital and the main commercial and administrative centre which provides goods and services to the parish of Clarendon. Nine (9) Local Areas have been identified in the Order Area. Based on consultations with the Clarendon Municipal Corporation and key stakeholders, amendments have been made to some of the Local Planning Area boundaries. This will be depicted on relevant Local Planning Area Maps.

Development policies and guidelines have been prepared for all the Local Planning Areas listed below.

1. May Pen
2. Hayes
3. Toll Gate/Osbourne Store
4. Chapelton
5. Lionel Town
6. Frankfield
7. Spalding
8. Kellits
9. Mocho

FIFTH SCHEDULE, *contd.*

APPENDIX 3

SCHEDULE OF HISTORICAL AND ARCHAEOLOGICAL AND
ECOLOGICAL SITES AND BUILDINGS

Clarendon has a rich heritage with several monuments and historical sites in the parish which are worthy of preservation. The following have been listed by the Jamaica Information Service (JIS) as special attractions and places of interest in Clarendon.

NAME	LOCATION
May Pen Clock Tower	May Pen Square
The Sugar Works	Kellits
Suttons Railway Station	
Rock River (private estate)	Rock River
Four Paths Railway Station	Four Paths
Tavanore Estate House	Chapelton
The Rustic ruins at Reynolds	Vere
Rock River Estate ruins	Rock River
Halse Hall Great House	Halse Hall
Denbigh Agricultural Show Grounds	May Pen
Kemps Hill Look Out	Kemps Hill
Portland Point Light House	Portland Ridge
St. Gabriel's Anglican Church	May Pen
St. Paul's Anglican Church	Chapelton
The Peter's Church	Alley
Milk River Mineral Spa and Hotel	Milk River
Aqueduct Whitney	Mocho
Malmsy Valley Great House	Near Rock River
The Church of the White Cross	Cross

FIFTH SCHEDULE, *contd.*

APPENDIX 4

SCHEDULE OF DECLARED NATIONAL SITES AND MONUMENTS

The following have been listed as Declared National Sites and Monuments by the Jamaica National Heritage Trust in Clarendon.

NATIONAL SITES AND MONUMENTS	DATE DECLARED
Buildings of Architectural and Historic Interest	
Halse Hall Great House	28/11/2002
Churches, Cemeteries and Tombs	
St. Peter's Church, Alley	30/03/2000
Natural Sites	
Milk River Spa	13/09/1990
Clock Towers	
May Pen Clock Tower	13/05/1999

APPENDIX 5

SCHEDULE OF BEACHES ALONG THE CLARENDON COAST

LOCATION	TYPE OF BEACH
Farquars	Bathing & Fishing
Jackson Bay	Bathing & Fishing
Rocky Point	Fishing
Welcome	Fishing
Mitchell Town	Fishing
Barmouth	Fishing
Barneswelldale	Fishing
Beauchamp	Fishing

FIFTH SCHEDULE, *contd.*

APPENDIX 6

SCHEDULE OF ROAD STANDARDS
(All measurements in metres)

Type of Road	Total Reservation	Carri- age- 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 a median strip, or such requirements as the Local Authority may consider adequate.

FIFTH SCHEDULE, *contd.*APPENDIX 6, *contd.*Schedule of Road Standards, *contd.*
(All measurements in metres)

Type of Road	Total Reservation	Carri- age- 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 7

CLARENDON ROADS CONTROL SECTIONS

Section	Length km	Area (m ²)	Average Width	From	To	Reservation (m)
0010/45	16.11	125,896	7.81	Whitney Turn	Four Paths	15.24
0010/46	18.99	144,530	7.61	Four Paths	Free Town	15.24
0010/99	12.64	100,687	7.97	Green Bottom	Four Paths	22.86
A Roads	47.74					
0320/01	23.71	164,125	6.92	Freetown	The Alley via L/Twn	12.19
0320/02	16.22	106,253	6.55	The Alley	Rest	12.19
0320/03	12.49	77,451	6.20	Rest	Toll Gate	12.19
0340/01	5.54	45,152	8.15	Hayes	Dawkins Pen	15.24
0340/02	9.82	81,396	8.29	May Pen	Hayes	15.24
0350/01	8.09	56,853	7.03	May Pen	Sour Sop Turn	15.24
0350/02	10.64	78,160	7.35	Sour Sop Turn	Danks	15.24
0350/02a	2.19	15,926	7.26	Chapleton	Bypass	15.24
0350/03	10.31	76,178	7.39	Danks	Mears Bridge	15.24
0350/04	13.64	98,236	7.20	Grenock Bridge	Mears Bridge	15.24
0360/01	12.86	88,050	6.85	Grantham	Trout Hall	12.19
0370/01	18.09	118,696	6.56	Spaldings	Cave Valley	12.19
B Roads	143.60					
3040/03	13.80	95,260	6.90	St. Johns	Pedro River	12.19

FIFTH SCHEDULE, *contd.*APPENDIX 7, *contd.*

Section	Length km	Area (m ²)	Average Width	From	To	Reservation (m)
3045/01	1.46	8,300	5.68	Kellits Land Settlement Road		12.19
3050/03	7.95	45,311	5.70	Rock River	Ginger Ridge	12.19
3110/01	16.05	79,014	4.92	Portland Cottage	Portland Lighthouse	12.19
3120/01	7.56	47,970	6.35	Palmers Cross	Rose Well	12.19
3140/01	9.21	45,908	4.99	Lookout	Oaks	12.19
3150/01	5.65	39,075	6.92	May Pen	Sevens	12.19
3150/02	11.40	66,570	5.84	Sevens	Rock River	12.19
3170/01	14.09	86,987	6.17	Croft Hill	Danks	12.19
3175/01	5.26	30,976	5.89	Kellits	Burns <i>via</i> Come See	12.19
3180/01	2.77	22,052	7.96	Sevens	Sevens Wood	12.19
3190/01	8.53	49,910	5.85	Lower Chapelton	Rock River	12.19
3210/01	11.20	64,533	5.76	Colonels Bridge	Kellits	12.19
3210/02	11.10	73,200	6.59	Kupius	Colonels Ridge	12.19
3212/01	2.61	15,219	5.82	Kellits	Macknie	12.19
3212/02	2.94	17,632	6.00	Macknie	Douglas Castle	12.19
3215/01	5.90	38,415	6.51	Crooked River	Pennant Douce	12.19
3215/02	6.72	45,100	6.71	Pennant Douce	Brae Head	12.19

FIFTH SCHEDULE, *contd.*APPENDIX 7, *contd.*

Section	Length km	Area (m ²)	Average Width	From	To	Reservation (m)
3220/01	3.10	18,350	5.92	Bog	Perrins Corner	12.19
3230/01	11.85	84,328	7.12	Race Course	Parnasuss	12.19
3230/02	4.83	32,564	6.74	Curatoe Hill	Parnasuss	12.19
3240/01	2.33	15,265	6.55	Suttons	Turners Four Paths	12.19
3250/01	8.00	38,700	4.84	Chesterfield	Rocky Point	12.19
3260/01	1.51	12,328	8.15	Perrins	Amity Hall	12.19
3270/01	15.40	102,550	6.66	Parnassus	Mocho	12.19
3270/02	23.56	136,648	5.80	Mocho	Frankfield	12.19
3280/01	2.02	15,447	7.65	Jacobs Hut	Fogah	12.19
3290/01	13.78	90,705	6.58	Summer- field	Thompson Town	12.19
3300/01	7.77	54,225	6.98	Cooks Gate	Preddie	12.19
3310/01	4.15	31,071	7.49	New Yarmouth	Rowington	12.19
3320/01	2.34	15,692	6.69	Kupius Br	Mount Hindmost	12.19
3325/01	4.94	28,832	5.84	Kupius	Beckford Kraal	12.19
3337/01	9.90	53,500	5.40	James Hill	Sandy River	12.19
3340/01	11.43	65,758	5.75	Guinea Corner	Corner Shop	12.19
3345/01	4.40	25,882	5.88	Palmyra	Bog Land Settlement	12.19

FIFTH SCHEDULE, *contd.*APPENDIX 7, *contd.*

Section	Length km	Area (m ²)	Average Width	From	To	Reservation (m)
3370/01	12.50	80,830	6.47	Peckham	Alston	12.19
3410/01	11.20	62,955	5.62	White Shop	Cumber- land	12.19
4000/01	4.04	27,360	6.77	Rest	Milk River Bath	12.19
C Roads	303.25					
Total	494.59					Source: NWA March 2012

FIFTH SCHEDULE, *contd.*

Appendix 7, *contd.*



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 guest unit plus 1 for each 4.5 square metres of public dining room. 1 coach parking space per 50 bed spaces in hotels.
Villas	1 per 2 bedroom villa. 2 per 3 bedroom villa.
Hostels for students	1 space for every 4 units plus 1 space for every 2 fulltime members of staff.
Civic Administration Building, Office	1 for each 20 square metres of floor area inclusive of storerooms plus 1 space per unit for staff parking where the building is divided into smaller units.
Museums and Art Galleries	1 space per 30 square metres of public display space.

FIFTH SCHEDULE, *contd.*APPENDIX 8, *contd.*

Type of Development	Minimum Number of Vehicle Parking Spaces Required
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 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 meters of exhibition area.
Cinemas, Concert Halls, Theatre	Town Centre locations, 1 space per 10 seats. Other locations—1 space per 5 seats.
Primary Schools	1 space for every 5 Teachers.
Secondary Schools	1 space for every 5 Teachers, plus 1 space for every 3 non Teaching staff.
Post Secondary Institutions (Colleges, Universities, <i>etc.</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.

FIFTH SCHEDULE, *contd.*APPENDIX 8, *contd.*

Type of Development	Minimum Number of Vehicle Parking Spaces Required
Hospitals Clinics/Health Centres	1 space for each 4 beds (2 for each bed). 3 spaces for each practitioner.
Group medical, Veterinary or Dental Practices	2 spaces per practitioner.
Creche, Day Nurseries or Day Care Centre	1 space per 3 staff members plus an area for setting down and picking up of children.
Assembly Halls, Auditoriums, City and Town Halls, Court House, Lecture Halls	1 for each 8 seats.
Place of public worship or religious instruction	1 space per 7 seats plus one parking space for each 4.5 m ² of floor area in assembly rooms with movable seats or 1 space per 10 square metres if no permanent seat is provided.
Petrol Filling Station	5 car parking spaces per service bay plus a minimum of 3 car parking spaces up to a site area of 500 square meters and an additional space for each additional 250 square meters.
Golf Courses	4 spaces per hole.
Tennis/badminton	4 spaces per court.
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*

<u>Type of Building</u>	<u>Number of Loading or off-loading bays</u>
Shops, Showrooms, Stores, Markets, Hospitals	1 for each building up to 930 square metres plus 1 for each 1,850 square metres of floor area in excess of 930 square metres to a total of 3.1 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 ² square metres 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 5 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 112.0 sq. m. with a minimum frontage of 91.44m on the primary street.
3. Filling Stations will not be allowed in any area where the traffic situation is such that it will cause obstructions in entering or leaving a station or on tight curves where visibility is not adequate.
4. Vehicular access or egress or crossover should be reasonably safe with adequate approach distances especially where main roads and intersections are involved.
5. Wherever possible, stations should be erected on level rather than sloping site to prevent rolling of discarded materials such as cans, drums, *et cetera*.
6. When sited in shopping centres, stations should be located in an isolated area of the development as long as planning criteria are met e.g. set back.
7. Environmental impact on streams, lakes, ponds, aquifer, *et cetera*, will be taken into consideration. An Environmental Impact Assessment may be required from the applicant.
8. Buildings are to be located a minimum of 12.20m. from road property boundaries to provide adequate area for manoeuvring of vehicles in the service area.
9. Canopies and supports over pumps and service equipment when located less than 6m from interior residential lot lines or building or structure should be constructed of non-combustible material.
10. Petrol pumps shall be located a minimum of 30.48m. from any residential building.
11. No fuel pumps or other mechanical equipment shall be installed so as to permit servicing of motor vehicles standing on a public street or highway.
12. All service areas should be paved to avoid dust nuisance.
13. Exterior design of the building should be compatible with adjacent development and should be such that it is not detrimental to property values in the area.
14. In a residential area a landscaped open area 3.0m wide shall be provided along the rear property boundary and 4.6m wide along the side property boundaries, and be separated from paved area by kerb or other barrier.

FIFTH SCHEDULE, *contd.*APPENDIX 9, *contd.*

15. Where the site adjoins the side of, or rear boundary of a residential lot, a solid wall 3.0m in height should be constructed and maintained along that lot boundary.

16. A raised kerb of at least 15cm in height should be erected along street property lines except for driveway openings so as to prevent operation of vehicles on sidewalks, and to define entrance or exit points.

17. Signs should be in accordance with the advertisement Regulations and should be located so as not to reflect the sun into the face of motorists and should be large enough so that they can be seen from a reasonable distance at a reasonable speed.

18. Each tank shall be vented to the atmosphere outside of buildings by means of an independent vent pipe which should not be less than 3.65m in height or 0.6m above the top of the nearest adjacent building.

19. All volatile flammable liquid storage tanks shall be installed below ground.

20. Integral containers of adequate design and capacity should be provided for solid waste, such as discarded cans, bottles, *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 minimize 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 2.5m for each car, so, however, that—

- (a) where parking is parallel to the kerb, the length of the car parking space shall be increased to 6.7m;
- (b) where a vehicle can overhang the kerb by 0.6m and such overhanging does not seriously limit the use of a sidewalk or other access, the length of the parking space may be reduced to 4.88m;
- (c) where the use of one car parking space is limited on both sides by a wall or column, the unobstructed width (face to face of obstruction) of the parking space shall be 3.0m or if a door opens into the parking space on its long side, 3.36m;
- (d) where the use of one parking space is limited on one side by a wall or column, the unobstructed width (face to face of obstruction) of the parking space shall be 3.0m;
- (e) the minimum width of a parking aisle shall be 5.5m except where parking is provided at a lesser angle to the aisle than 60 degrees and access is one way only, in which case the following aisle width shall apply;

Angle of Parking		Minimum Aisle Width
30 degrees	—	3.36m.
45 degrees	—	3.97m.
60 degrees	—	5.48m.

2. In the case of parking garages with columns, care must be taken to ensure proper moving of vehicles and in no case should a column project into a minimum parking space aisle.

3. For parking garages, carports and parking areas, the maximum gradient and the maximum cross slope shall be 1 in 20.

4. In certain types of developments, developers will be required to provide loading and off-loading bays within the curtilage of the site.

5. Each bay shall have an unobstructed rectangular space 6.7m by 3.0m and reasonably vehicular access shall be provided to each bay.

6. The parking provision for disabled drivers should be as indicated in Figure 2.

FIFTH SCHEDULE, *contd.*

APPENDIX 11

RESIDENTIAL DENSITY—STANDARDS AND CONTROLS

Requirements

Residential density is used as a control over the physical intensity and bulk of buildings and indirectly as a control on the number of people living on a particular site. Since the actual occupancy of unit of accommodation is a variable that is dependent upon such factors as tenure, size and mix of units of accommodation density is best expressed in terms of habitable rooms per hectare rather than persons per hectare.

While density is useful in assessing proposals, other requirements such as adequate amenity space, ground cover, floor area ratio, security, privacy and car parking spaces will be taken into consideration. The general appearance of the building, distance to adjacent development and established character of the area will also be considered.

In calculating density all the rooms in apartment buildings are regarded as habitable rooms except for kitchen and bathroom, landing stairs, passages and storerooms not 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, 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.

Minimum distance between two storey building front (or back) elevation is 10.5 metres with the condition of 20 metres distance to the next two storey building from its opposite back (or front) elevation.

An outdoor area adjacent to a non-habitable room shall have a minimum depth of 1.2 metres plus 0.6 metre for each storey above the storey or partial storey at ground level.

Minimum distance between building in excess of two storeys should be twice the height of the building measured on the side or front (or back) elevation to a maximum of 30 metres. The minimum distance between two end elevations of two apartment buildings should be 1.2 metres plus 0.3 metre for each storey additional to the storey or partial storey at ground level to a maximum of 3.5 metres. This is not applicable if the end elevation has the only window of a habitable room. If so the distance should be minimum 7.5 metres. Along either front or back elevations there should be a privacy zone of appropriate length.

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. Such land should be landscaped initially and otherwise be developed.

The land reserved for public use should not be pieces left over as unsuitable for development of houses. It is important that the land is on usable ground and also that it is properly located within the neighbourhood so that it can be conveniently used for the required public purpose.

Consideration should also be given to the provision of large open spaces rather than several small ones.

(ii) Multi-Family Development

Space must be set aside for recreational and landscaping purposes different from the land reserved for the building, car parking, driveway areas, foot paths accessory building and ancillary uses where required. This referred to as the amenity area will normally be a portion of the total site, but may also include swimming pools, communal lounges and other areas within the site which, in the judgment 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

CAVES IN CLARENDON

NAME OF CAVE	AREA	TYPE OF CAVE
Alvin Piece Cave	Banana Ground	Shelter
Arrow cave	Jackson's Bay	Chamber
Beardyman cave	Drummond Castle	Complex shaft
Belmont cave 1	Belmount	Labyrinth
Belmont cave 2	Belmount, Mocho	Chamber
Big Cave	Crofts Mountain	Complex
Bilbo's Cave	Jackson's Bay	Dry passage
Birdgiddie cave	Belmount	Chamber
Birds Roda Cave	Birds hill	
Birdstand #3	Taylor's Hut	Simple shaft
Birthday cave	Jackson's Bay	Complex chamber
Blind eye Holes	Jackson's Bay	Choked shafts
Boarwood Cave	Jackson's Bay	Complex cave
Bog hole	Palmyra	
Bone pit hole	Jackson's Bay	Choked shaft
Bones cave	Spaldings	
Broomwell cave	Broomwell	
Cabbage hall caverns	Cabbage Hall	Wet Labyrinth
Clarendon college Cave	Chapelton	Shelter
Clarendon park caves	Clarendon park	Shelter
Comsie cave	Near Kellits	Chamber
Corner cave	Jackson's Bay	Chamber
Crab cave	Jackson's Bay	Dry passage
Creeper cave	Jackson's Bay	Chamber
Crofts River 1	Crofts River	Complex river passage
Crofts River 2	Crofts River	Complex
Daddy's sink	Belmount	Simple shaft

FIFTH SCHEDULE, *contd.*APPENDIX 12, *contd.*

NAME OF CAVE	AREA	TYPE OF CAVE
Daley's bone caves	Portland Ridge	Choked chambers
Daley's Cave	Daley's Grove	Complex shaft
Drum cave	Jackson's Bay	Complex cave
Dung hole	Corner Shop	Chamber cave
Flash's field Holes	Crofts Mountain	Complex cave
Funnel hole	Taylor's Hut	Dry passage
Garden piece holes	Cumberland	Simple shaft
Glendale cave	Kenkoo hill	
Glendale shelter	Kenkoo hill	Shelter
Goat Cave	Jackson's Bay	Cave to shaft
God's well	Round Hill	Blue Hole
Gravel bay caves	South Portland Ridge	Chamber cave
High Dome Cave	North Portland Ridge	Chamber cave
Jackson Bay Caves	Jackson's Bay	complex cave
Jaw bone hole	Taylor's Hut	Choked passage
Kellits Road sinks	Croft Mountain	Complex shaft
Kenkoo cave	Kenkoo hill	
Lewis Pen Cave	Jackson's Bay	Shelter
Lloyd's Cave	Jackson's Bay	Complex cave
Mahoe Gardens Cave	Portland Ridge	Shelter
Mahoe Gardens Spring	Portland Ridge	Shaft to a pool
Marne Cave	Crofts River	Chamber
Marne cave shaft	Crofts River	Simple shaft
Marshallecks cave	Content	Cave to shaft
Mistress Bell cave	Victoria Town	Stream passage
Mystery shelter	Jackson's Bay	Shelter
Old Brice Caves	Crofts Hill	Shelter
Old Millers Cave	Crofts Hill	Shelter

FIFTH SCHEDULE, *contd.*APPENDIX 12, *contd.*

NAME OF CAVE	AREA	TYPE OF CAVE
Old Woman's Savannah Cave	Crofts Hill	
Pania Hole	Crofts Hill	Cave to shaft
Patrick cave	Mocho Mountains	Dry passage
Peace river cave	Peace River Rising	Resurgence
Peace river sink	Peace River Glade	Impenetrable sink
Pinny cave	Pusey Hall	Shelter
Planter Hill Cave 1	Planters Hall	Dry passage
Planter Hill Cave 2	Planters Hall	Dry passage
Portland Cave 1	Portland Ridge	Dry passage
Portland Cave 2	Portland Ridge	Dry passage
Portland Caves: 6-8	Portland Ridge	Dry passage/chamber
Portland Light Sink	Portland Ridge	Choked shaft
Pot Hole	Portland Ridge	Choked shaft
Potoo cave	Jackson's Bay	Complex cave
Pound Note sink	Pedro River	Choked shaft
Pulpa spring	Cave Valley	Impenetrable rising
Raymond's cave	Mocho	Chamber cave
Richmond Hill Cave	Portland Ridge	
Richmond park caves	Mocho Mountains	Shaft to a cave
River Head Cave	Bon Accord	Shelter
Rock River Cave	Rock River	
Rosewell cave	Rosewell	Dry passage
Salt Pond Hill	Hellshire Hills	
Salt River Cave	Salt River	Shelter
Salters hill cave	Kenkoo hill	Dry passage
Savannah River Cave	Crofts Hill	Fissure cave
Savannah River sink	Crofts Hill	Choked sink
Sink Glade holes	Crofts Mountain	Complex shaft

FIFTH SCHEDULE, *contd.*APPENDIX 12, *contd.*

NAME OF CAVE	AREA	TYPE OF CAVE
Sinking river shaft	Crofts River	Simple shaft
Sinking river sink	Crofts River	Impenetrable sink
Skeleton cave	Jackson's Bay	Chamber cave
Somerville cave	Jackson's Bay	Complex cave
Sunday hole	Cabbage Hall	Stream passage
Taylor's Hut Cave 1	Taylor's Hut	Dry passage
Taylor's Hut Cave 2	Taylor's Hut	Chamber cave
Taylor's Hut Pit	Jackson's Bay	Chamber cave
Three Sandy Bay cave	Portland Ridge	
Tree Root hole	Jackson's Bay	Choked passage
Two Tier Chamber cave	Jackson's Bay	Complex chamber
Victoria Cave	Victoria Town	Complex cave
Warwickshire Cave	MacKnie	Stream passage
Water Jar Cave	Jackson's Bay	Complex cave
Whitney River Cave	Whitney Turn	Impenetrable sink
Wild Goat Cave	Jackson's Bay	Chamber cave
Wild Pine Hole	Crofts River	Shaft to cave
Woodside caves	Mocho Mountain	Simple shaft

FIFTH SCHEDULE, *contd.*

APPENDIX 13

INFORMATION TO BE SUPPLIED WITH SUBDIVISION
APPLICATION*Scheme Plan*

Every Scheme plan prepared for the purpose of a subdivision shall show—

- (a) the whole of the land being subdivided.
- (b) the type of development and the several allotments and their areas, dimensions, and numbers in sequence.
- (c) the proposed phasing and seeding if any.
- (d) contour lines with respect to residential subdivision especially where the terrain is most uneven and difficult. For hillside areas in excess of 10 degrees.
- (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 14

Subdivision Assessment Criteria

The planning authority will take into consideration the following criteria in assessing subdivision applications;

- (a) whether or not closer subdivision or settlement of the land shown on the scheme plan is in the public interest, or the land for any other reason whatsoever is suitable for subdivision or it is premature having regard to the provision of essential engineering and social services;
- (b) if adequate provision has been made for the drainage of any allotment or the disposal of sewage therefrom;
- (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;
- (f) where land that is steep and unstable, vulnerable to erosion, slippage, subsidence, flooding or other natural hazards.
- (g) if proposal satisfy community needs by dedicating land of appropriate shape, slope and location at the minimum rate of and location at the minimum rate of 100 lots per hectare for the purpose.

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 SIDEWALKS RESERVATIONS

Road Type	Total Width (m)	Carriage Way (m)	SIDEWALK RESERVATION			Visibility Splay Angle (Degrees)	Splay Distance (m)
			Total (one side) (m)	Paved (m)	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 shoulders on access roads would not normally be paved.

—Unpaved sidewalk reservations should be properly grassed and maintained, because if they are not, 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.

Set back 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 (65.6ft by 65.6ft) in size and the physical barrier shall be a minimum of 3 meters (9.8ft) in height within the cartilage 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 apart 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 maneuvering and parking of not less than two service vehicles. Access way shall be a minimum of 6.1m (20ft) with parking bays being 5.5m by 2.5m (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 *etcetera*.
- (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 per hectare. A guest room is a hotel bedroom together with bathroom and all the ancillary accommodation normal in a resort hotel.

Dwelling houses or resort apartments will be based upon the number of habitable rooms per hectare (see definition).

Factors that will be considered in determining the density of a development are:—

- The availability of utilities such as water, sewerage facilities, *etcetera*.
- The availability of good transportation links such as roads.
- The amount of beach frontage available.
- Whether or not it is prime inland site.
- The total area of the site.

Densities for dwelling houses or resort apartments will range from a low of 37.5 habitable rooms per hectare to a high of 75 habitable rooms per hectare along the coastal areas depending on the level of infrastructure available, and a maximum of 75 habitable rooms per hectare inland. The ground cover will range from 15 per cent maximum and the plot ratio 20 per cent.

The density of hotels will range from 18.5 guest rooms per hectare (7.5hra) in environmental sensitive coastal areas to a maximum of 37.5 guest rooms per hectare (15hra) in other coastal and inland areas, depending on the level of infrastructure available.

FIFTH SCHEDULE, *contd.*

APPENDIX 17, *contd.*

The ground cover will be 15 per cent maximum and the plot ratio 15 per cent maximum for densities at 18.5 guest rooms per hectare and 20 per cent for both at 37.5 guest rooms per hectare. Where the proposal is part of another development such as a golf course the density will be calculated over the area that the buildings occupy rather than the total site area.

Access

Access points to hotels should be located so as to minimize turning movements across traffic where possible they should be located on service roads where the volume of traffic is less.

Height

Accommodation located on the beach will not be allowed to exceed three stories in height plus pitched roof if desired subject to a ridge height of 12m (40 ft.) above mean sea level. However, in areas where the hotel is to be located on parcels of land exceeding 4.0 hectares in area higher buildings may be allowed. This will depend on the character and design of the building in relationship to the surrounding areas and other material consideration. Only low rise resort development will be encouraged along the undeveloped coastal areas outside of the built up areas.

Setbacks

Setback from the high water mark should be in conformity with the guidelines in figure 4 as the terrain and other conditions along the coast differ. No building should be located within 12 metres of a road boundary and side boundaries should be a minimum of 3.7m for buildings up to three floors. An additional 1.5m is to be added for each extra floor in excess of three floors. This could vary depending on the size and location of the site, the character of the surrounding area and the height of the building

Parking

This should be on site and conform to the requirements set out in the parking standards in terms of requirements, design and landscaping.

Site Planning Considerations

Development must satisfy the requirements for ground area cover, plot 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.

FIFTH SCHEDULE, *contd.*APPENDIX 17, *contd.*

The local planning authority may exercise control over issues other than density such as the provision of parking and aesthetic concerns in the processing of applications.

In urban areas hotels should have a minimum lot area of 0.4 hectare of land for fifty (50) rooms, however, outside of urban areas the requirement is expected to be higher.

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.
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.

FIFTH SCHEDULE, *contd.*APPENDIX 18, *contd.**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. 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.

FIFTH SCHEDULE, *contd.*APPENDIX 18, *contd.**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.

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.

FIFTH SCHEDULE, *contd.*APPENDIX 19, *contd.**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.

APPENDIX 20

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.

FIFTH SCHEDULE, *contd.*APPENDIX 20, *contd.*

—A minimum of 14.9m from the rear or 2/3 the height of the building, whichever is greater is recommended.

- (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 Sectoral and General Development Policies and the Appendices of this order.
- (i) Minimum setbacks from property boundaries for Commercial development:

—Buildings located within business centres on lots identified for commercial use may be 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 3meters 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

FIFTH SCHEDULE, *contd.*APPENDIX 20, *contd.*

—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 for single family detached and duplex building. 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.

APPENDIX 21

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.

FIFTH SCHEDULE, *contd.*APPENDIX 21, *contd.*

(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.

(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.

FIFTH SCHEDULE, *contd.*

APPENDIX 21, *contd.*

(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 etc. 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 etcetera.

(2) Natural features should be conserved and buildings sited so as to allow screening to minimize intrusiveness of the development.

(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, Hope Gardens, Kingston 6 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.

FIFTH SCHEDULE, *contd.*

APPENDIX 22

MINIMUM LOT SIZES FOR SINGLE FAMILY RESIDENTIAL
DEVELOPMENT

The minimum lot areas for detach, duplex or semi-detach dwelling with ground level access shall subject to satisfactory arrangements for the disposal of sewage and general amenities be as follows:

(a) Detach House

(i) Regional Centres

Minimum of 325.15m² for internal lots

Minimum of 418 m² for corner lots.

(ii) Sub Regional Centre

—Minimum of 371.6 m² for internal lots

—Minimum of 464.5 m² for corner lots

(iii) Rural Towns

—Minimum of 4645m² for internal lots

—Minimum of 557.4m² for corner lots

(iv) Rural Areas (Lots outside the above)

—A minimum of 1011.75 m²

(b) Semi -detached or duplex house (for each half) falling under (i) and (ii) above minimum of 278.7m² for internal lots minimum of 371.6m² 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 detach housing in all areas should be minimum of 12.19m and 10.7 m for each half of a semi detach 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 (1/2 acre) depending on the physical character of the area.

FIFTH SCHEDULE, *contd.*

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 *etc.*
- 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 metres per family including covered and open areas, parking, petrol station *etc.*
- 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 *etc.*
- o A church.
- o A sport field.

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.

FIFTH SCHEDULE, *contd.*APPENDIX 24, *contd.*

The introduction of industrial scale natural gas for fuelling power plants in Jamaica will therefore require the construction of Natural Gas/ Liquefied 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 neighbour.
 - 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 0.8 metres 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 metres. 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.
- (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.

FIFTH SCHEDULE, *contd.*APPENDIX 24, *contd.*

- (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.
- (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.

FIFTH SCHEDULE, *contd.*APPENDIX 24, *contd.*

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.
- (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.

FIFTH SCHEDULE, *contd.*APPENDIX 24, *contd.*

- (iii) for LNG storage capacity greater than 450 m³, 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 litre/min/m² 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.

3. Site Planning Considerations—

- (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.

FIFTH SCHEDULE, *contd.*APPENDIX 24, *contd.*

- (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 stories above frontage)	Minimum Green Spaces Required within Net Plot Area (%)
RESIDENTIAL (Maximum Habitable Rooms per Hectares)				
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
75—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
COMMERCIAL				
General Commercial in Business Centres	1.00	50	2	20
OFFICE				
Office in Business Centres	2.00	50	10	20
Office in Other Areas	0.50 or as indicated in the policy Guidelines for the area	33 1/3	2	33 1/3
Industrial	0.50	33 1/3	2	33 1/3
Institutional	0.66	33 1/3	3	50

FIFTH SCHEDULE, *contd.*Figure 1, *contd.*

NOTE:

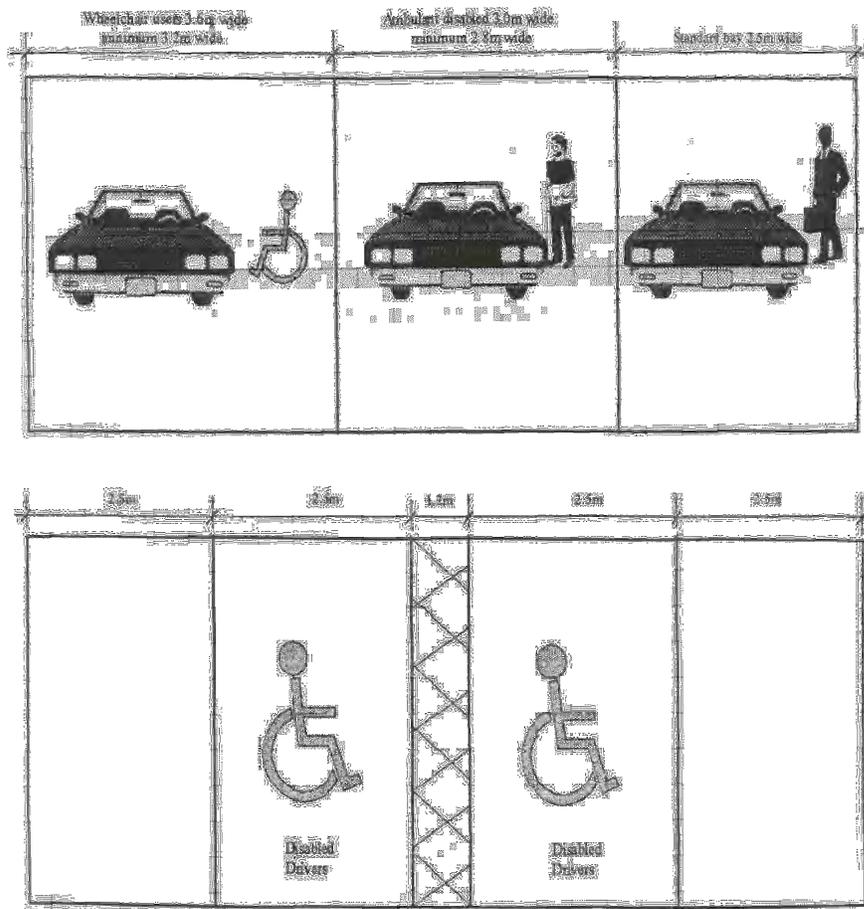
1. Floor area ratio and height of a building will be used to control the quantity of floor space proposed by a development. This is necessary to avoid the over development of a site which could result in excessive strain on the infrastructure in an area.
2. It is not necessary that all the developments should meet the proposed floor area ratio level indicated as this is a maximum and not a minimum.
3. Where a residential and a non-residential use occupy different sections of a site, the floor area ratio and residential density will be calculated in relation to the portion of the site occupied by each.
4. Where both uses are combined in the same building the residential density will be calculated after subtraction of the area needed to accommodate the non-residential development at the normal maximum plot ratio or *vice versa*.
5. The maximum plot coverage for commercial and office buildings located within the downtown area may be varied by the Planning Authorities.

FIFTH SCHEDULE, *contd.*

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.

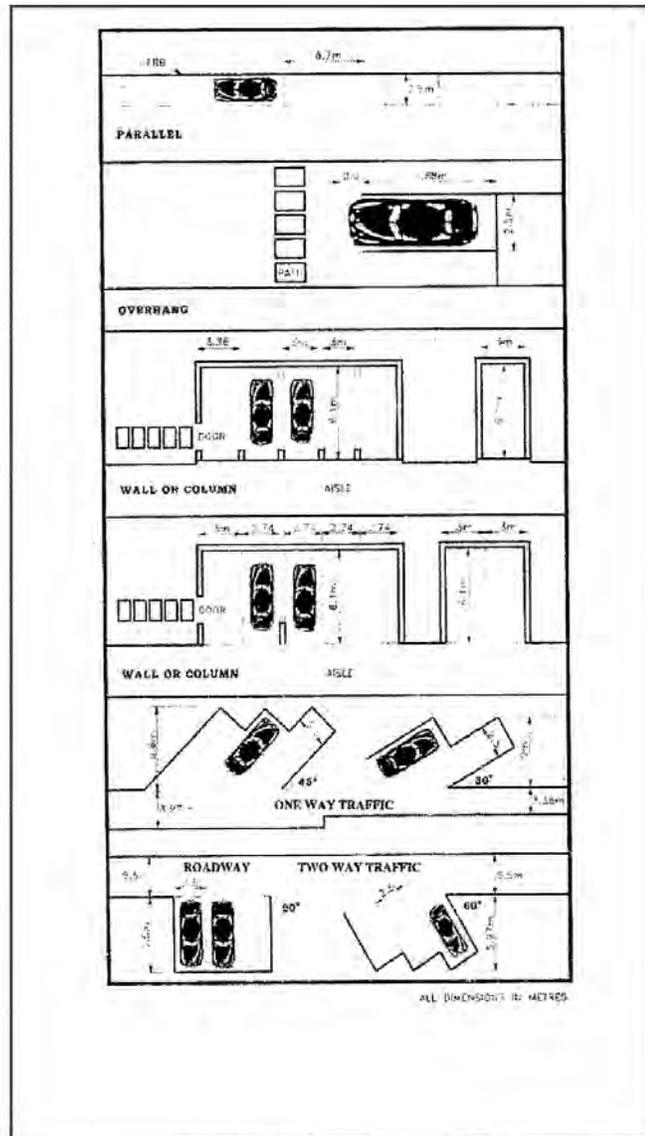


Where adjacent spaces are reserved for disabled drivers, an access area 1.20m wide may be marked on the ground to indicate that cars should be parked to either side. This will allow for access on one side to the driver’s door of a car, and on other to the passenger’s door. Car parking spaces for use 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

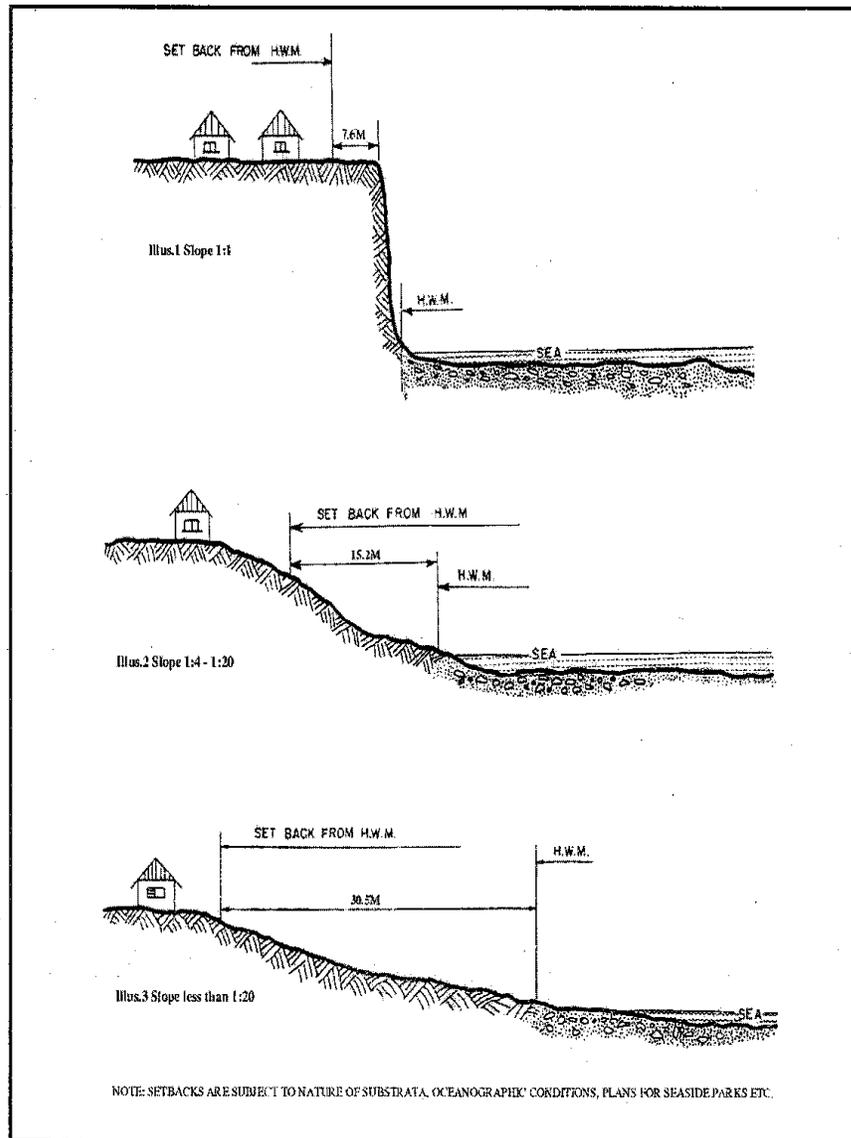
PARKING LAYOUT



FIFTH SCHEDULE, *contd.*

FIGURE 4

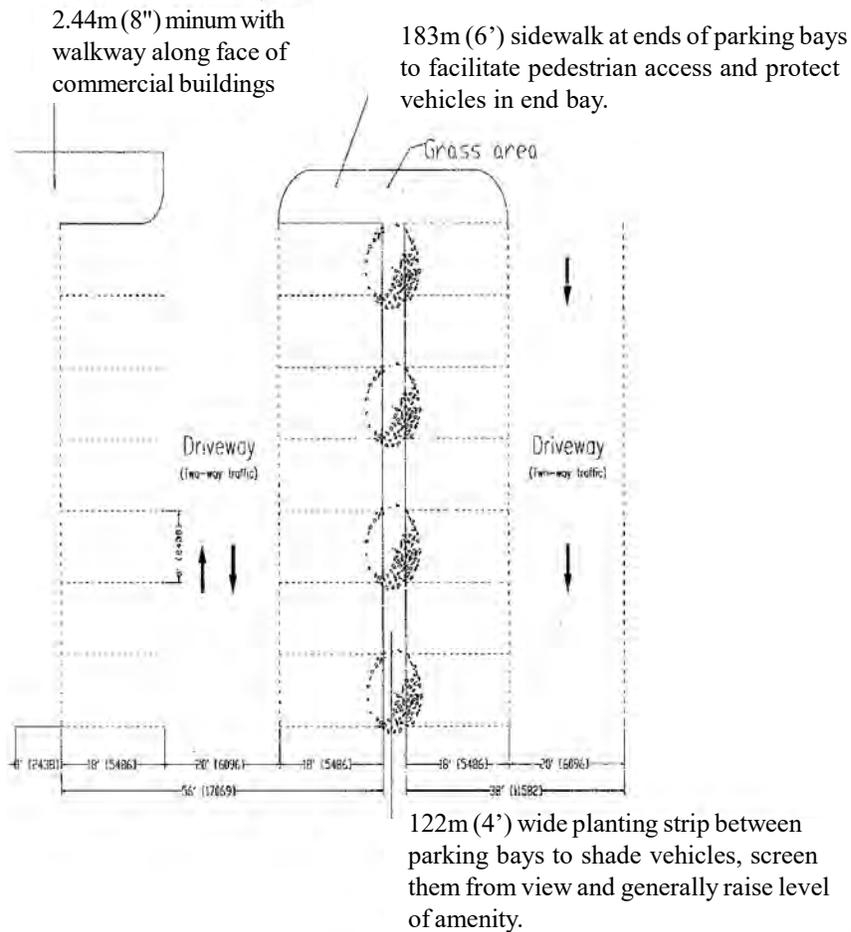
GUIDELINES FOR SETBACKS FROM HIGH WATERMARK



FIFTH SCHEDULE, *contd.*

FIGURE 5

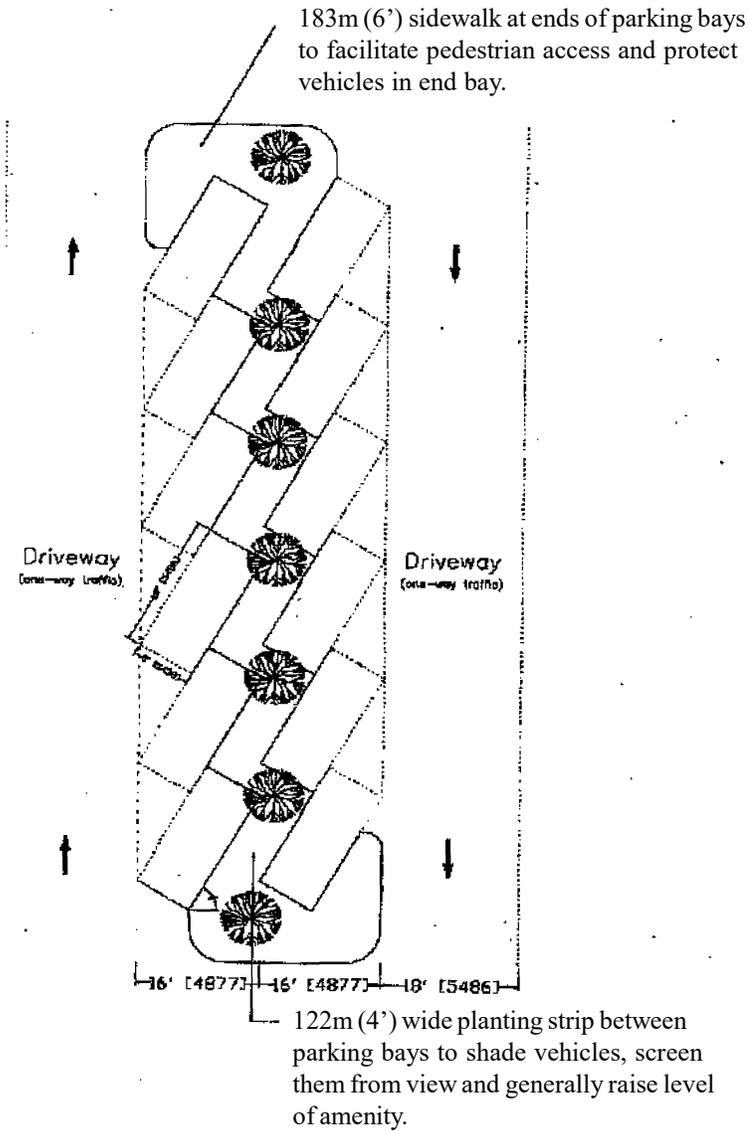
PARKING STANDARDS

90 degrees—*Angled parking design Showing Landscaping*

FIFTH SCHEDULE, *contd.*

PARKING STANDARDS

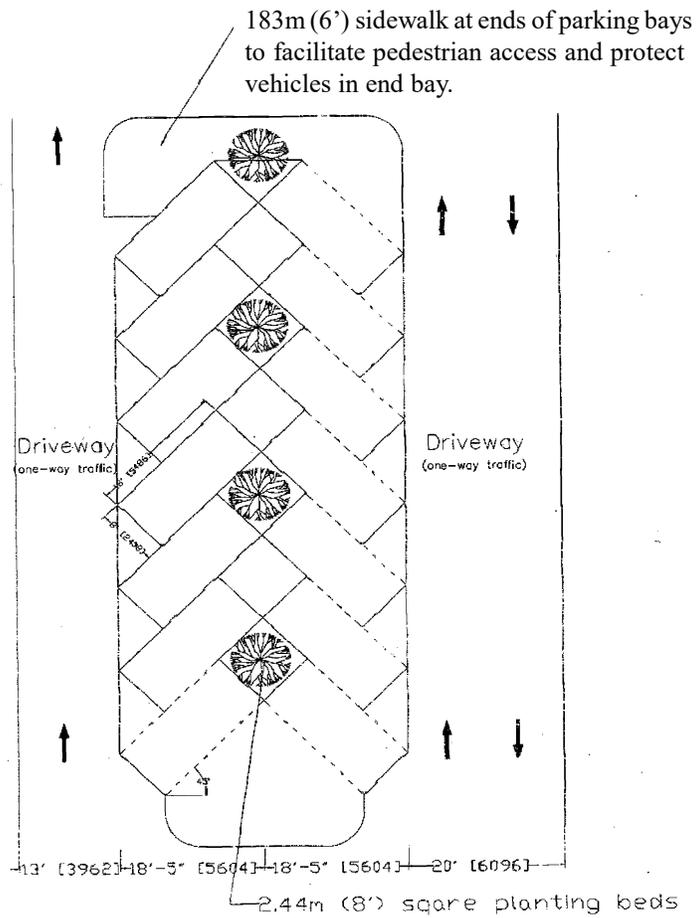
60 degrees—*Angled parking design (double bay) Showing Landscaping*



FIFTH SCHEDULE, *contd.*

PARKING STANDARDS

45 degrees—*Angled parking design (double bay) Showing Landscaping*

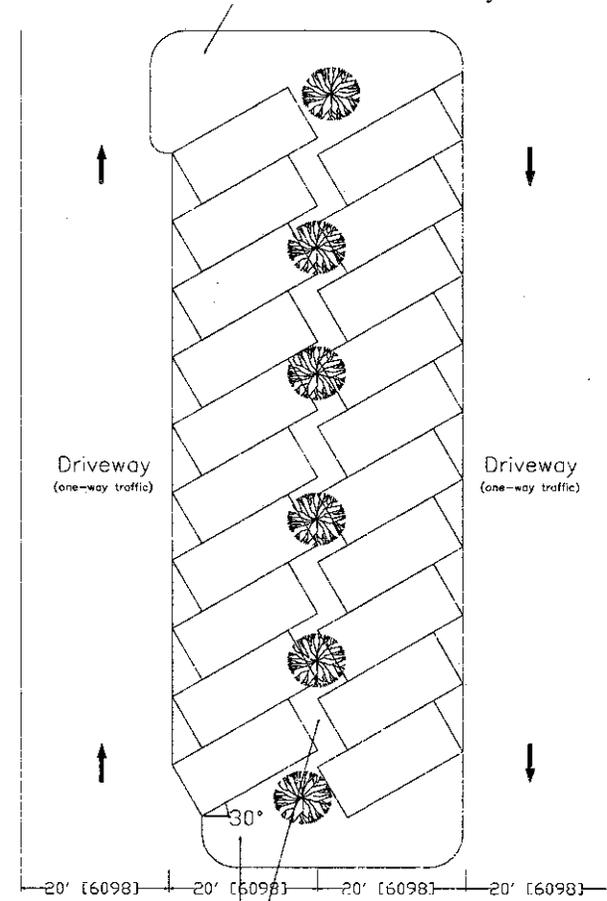


FIFTH SCHEDULE, *contd.*

PARKING STANDARDS

30 degrees—*Angled parking design (double bay) Showing Landscaping*

183m (6') sidewalk at ends of parking bays to facilitate pedestrian access and protect vehicles in end bay.



122m (4') wide planting strip between parking bays to shade vehicles, screen them from view and generally raise level of amenity.

FIFTH SCHEDULE, *contd.*

LIST OF ABBREVIATIONS

C	Chapelton Local Planning Area
CA	Control of Advertisements
E	Energy Conservation
F	Frankfield Local Planning Area
GD	General Development Policies
H	Hayes Local Planning Area
H	Housing
K	Kellits Local Planning Area
LPA	Local Planning Area
LT	Lionel Town Local Planning Area
M	Minerals
M	Mocho Local Planning Area
MP	May Pen Local Planning Area
OBJ	Objectives
PFS	Petrol Filling Station
RAP	Rural Area Policies
RE	Rural Economy
S	Spaldings Local Planning Area
SA	Social Amenities
SP	Sectoral Policies
SUE	Sub Urban Economy
T	Transportation and Traffic
TELE	Telecommunication
TG/OS	Toll Gate/Osbourne Store Local Planning Area
TO	Tourism
UC	Undeveloped Coast
UE	Urban Economy
WT	Waste Treatment and Disposal

FIFTH SCHEDULE, *contd.*

ACKNOWLEDGEMENTS

The Town and Country Planning Authority would like to thank the many persons, Organizations, Institutions, Departments and Ministries for their input to this Development Order. Although it is not possible to recognize all contributions special mention is made of the following:—

1. Alan G Fincham; Jamaica Underground- A Register of the Caves of Jamaica
2. The Jamaica Urban Transit Company
3. Housing Agency of Jamaica
4. Jamaica National Heritage Trust
5. Ministry of Agriculture and Lands; The National Minerals
6. Policy (2nd Draft for discussion Purposes, August 2006)
7. Ministry of Tourism and Sports
8. Ministry of Labour and Social Security
9. National Environment and Planning Agency; Development and Investment Manual, Volume 1 Section 1- Planning and Development—Chapter 2.
10. The Water Resources Authority
11. The National Land Agency; Topographic Base Maps and Land Parcels
12. National Solid Waste Management Authority; 61 Half Way Tree Rd.; Kingston 10.
13. Office of the Prime Minister; Development Planning Unit
14. The Municipal Corporation Clarendon
15. The Planning Institute of Jamaica; Economic and Social Survey of Jamaica and various other publications.
16. The National Works Agency
17. Social Development Commission, Clarendon
18. The Statistical Institute of Jamaica (STATIN);
19. The Town and Country Planning Authority; the Town and Country Planning (Clarendon) Confirm Development Order 1982
20. The Mines and Geology Department

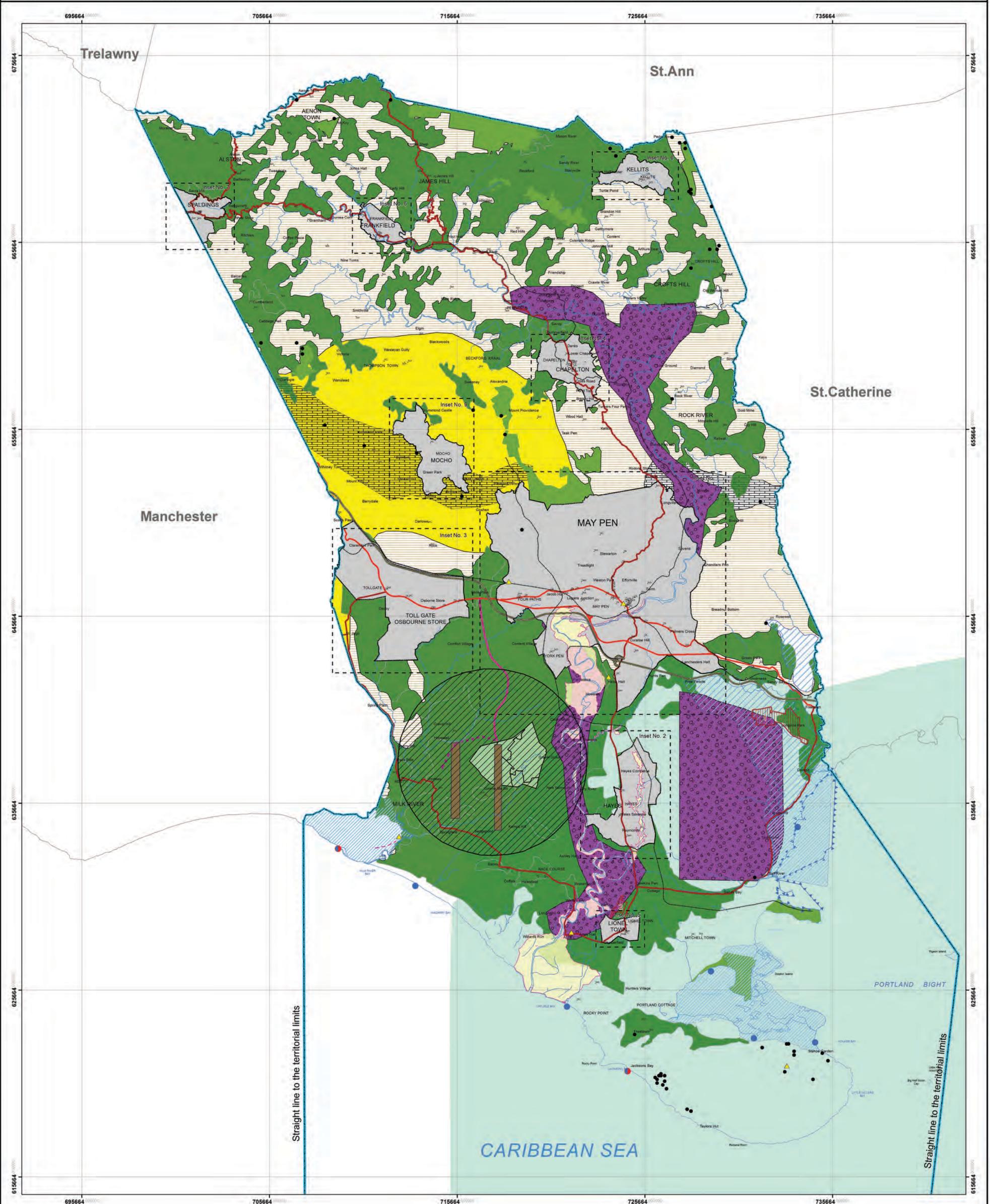
FIFTH SCHEDULE, *contd.*

21. The Youth Organization and other Stakeholders in the Parish of Clarendon
22. Wikipedia, the free encyclopedia

Dated at 10 Caledonia Avenue, Kingston 5, this 29th day of June, 2017.

DANVILLE WALKER, O.J., J.P.
Chairman
Town and Country Planning Authority.

CLARENDON PARISH DEVELOPMENT ORDER MAP 1



LEGEND

Development Order Area Boundary	Scenic Route	Vernamfield Development Area
Road Class A	Proposed New Road Alignment	Local Planning Areas
Road Class B	Vernamfield Proposed Access Road	New Settlements
Highway 2000 - East West	Bathing and Fishing Beach	Bird Sanctuary
Railway	Fishing Beach	Fish Sanctuary
Coastline	Cave	Forest Reserve
River/Watercourse	Heritage Site	Protected Areas Boundary
		Aquifer Protection Zone

No Build Zone	Agricultural
Vernamfield Lands	Proposed Runway
Quarry Zone	Bauxite Bearing Areas
Limestone Filler Whiting	Rural Development Area

INDEX TO POLICIES

Rural Economy	SP RE1 - SP RE23
Urban Economy	SP UE1 - SP UE14
Conservation of the Natural & Built Environment	SP C1 - SP C38
Tourism	SP TO1 - SP TO8
Mineral	SP M1 - SP M15
Transportation & Communication	SP T1 - SP T57
Waste Treatment and Disposal	SP WT1 - SP WT20
Energy generation & Conservation	SP E1 - SP E8
Telecommunication	SP TELE1 - SP TELE21
Housing	SP H1 - SP H19
General Development Policies	
Coastal Development Policies	CD 1 - CD 30
Rural Area Policies	RAP 1 - RAP 23
Petrol and Oil Filling Station	PFS 1 - PFS 6
Control of Advertisement	CA 1 - CA 2

ABBREVIATIONS

Cam	Cemetery
Ch	Church
Ct Ho	Court House
FS	Fire Station
HC	Health Centre
Hosp	Hospital
Lib	Library
Mkt	Market
PS	Police Station
PO	Post Office
Sch	School

List of New Settlements

1. Longville Park
2. Perrins

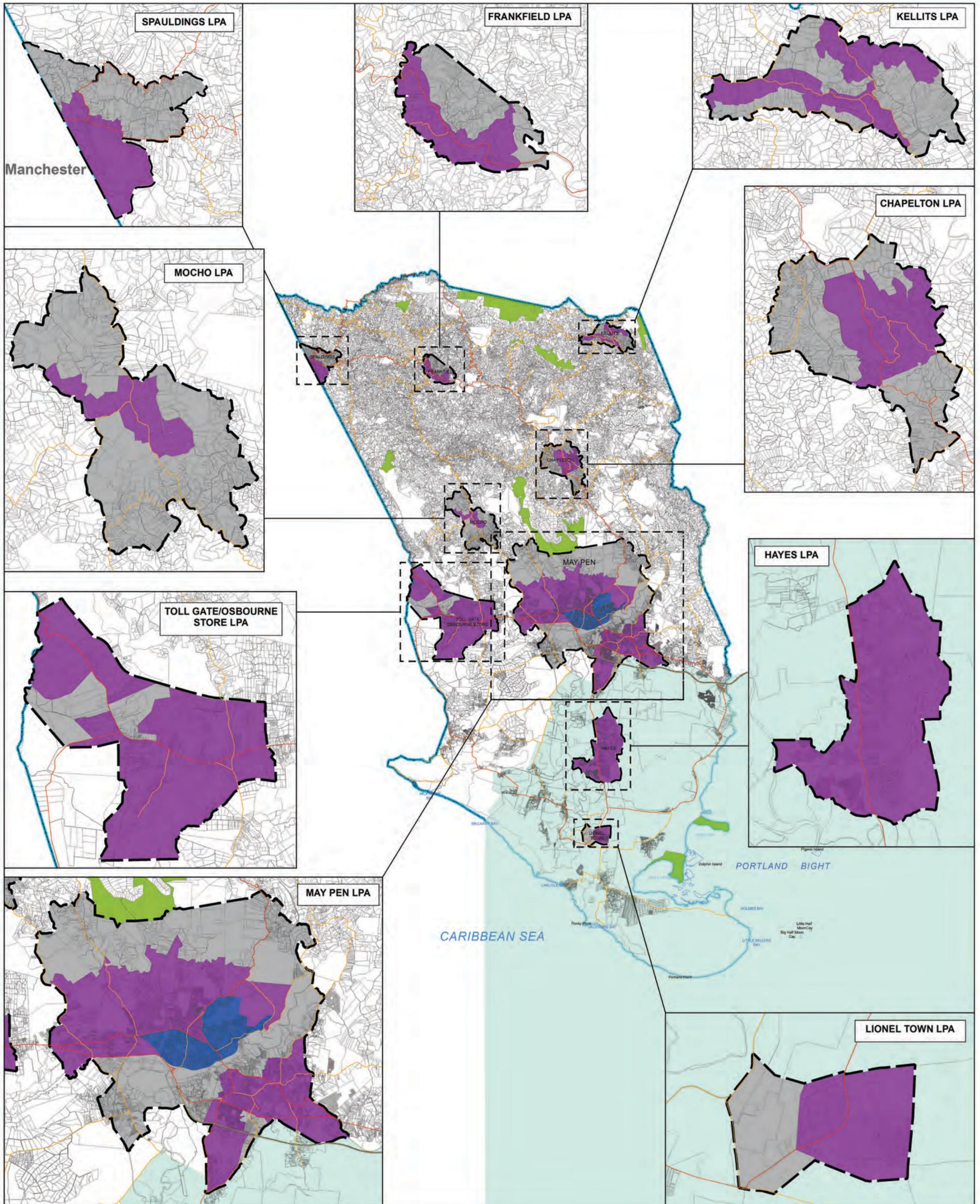
0 1.25 2.5 5 Kilometers

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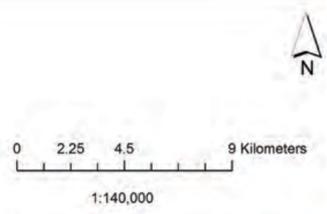
CLARENDON PARISH DEVELOPMENT ORDER DENSITY MAP



LEGEND

- Coastline
- Highway 2000
- Road Class A
- Road Class B
- Road Class C
- Local Planning Area Boundary (LPA)
- Clarendon Development Order Area Boundary
- Parcel Boundary
- Forest Reserve
- Protected Areas Boundary

- Density**
- 75 habitable rooms per hectare (30 per acre)
 - 125 habitable rooms per hectare (50 per acre)
 - 250 habitable rooms per hectare (100 per acre)
- Hillside policy guidelines are applicable in areas of steep slope.



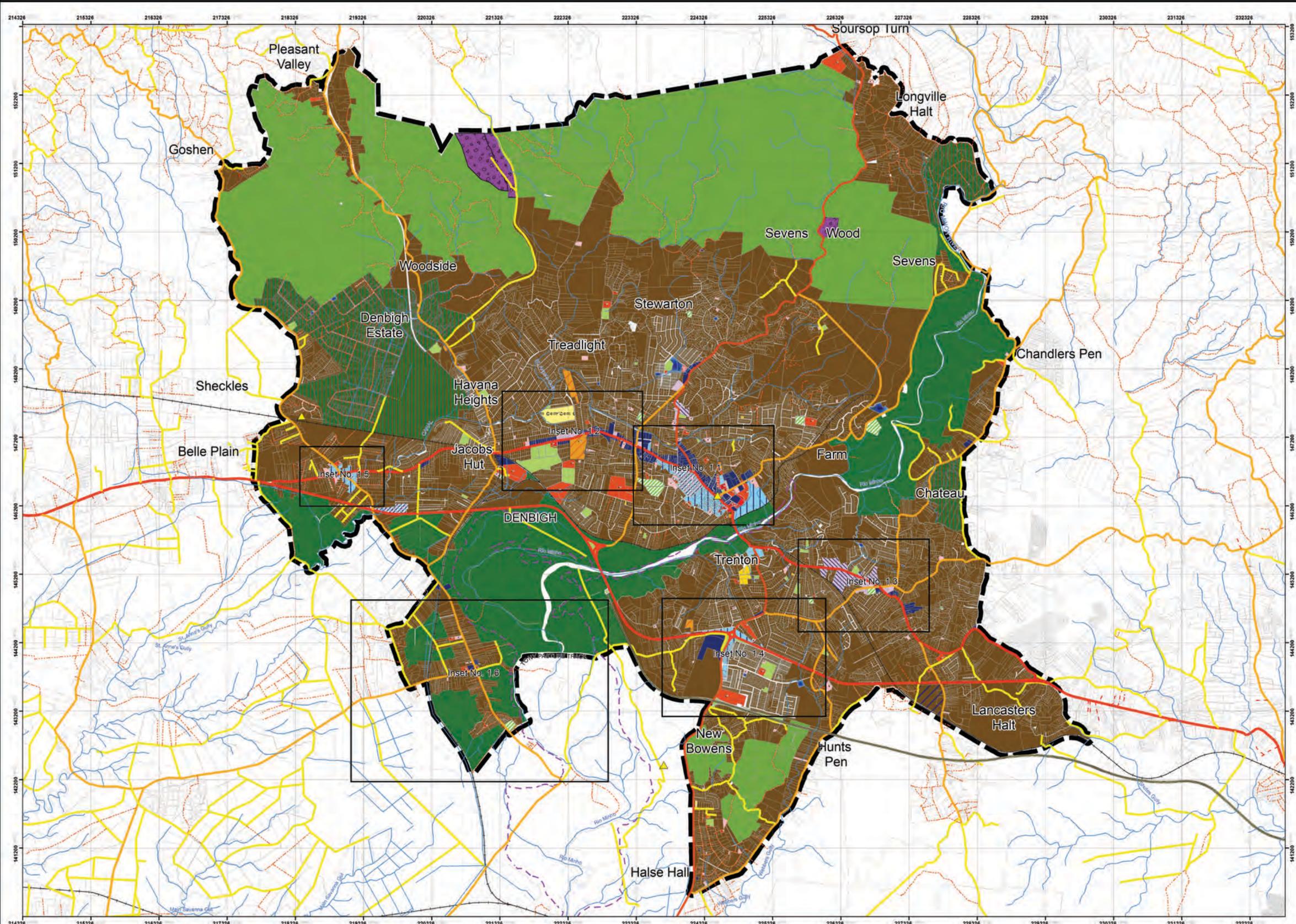
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Date: February 2017

Index To Parishes



CLARENDON PARISH DEVELOPMENT ORDER

MAY PEN LOCAL PLANNING AREA LAND USE PROPOSALS (Inset No. 1)



LEGEND

- Heritage Site
- Road Class A
- Road Class B
- Road Class C
- Foot Path
- Motorable Track
- Road Other
- Highway 2000
- Railroad
- River, Watercourse
- May Pen Local Planning Area Boundary
- Parcel Boundary

ABBREVIATIONS

- Ch Church
- Ct Ho Court House
- FS Fire Station
- HC Health Centre
- Lib Library
- Mkt Market
- PS Police Station
- PO Post Office
- Sch School

PROPOSALS

- Agricultural
- Cemetery/Crematoria
- Commercial
- Commercial/Light Industry
- Educational
- Forestry
- Government Purposes & Statutory Undertakings
- Institutional
- Light Industry
- Office
- Office/Commercial
- Office/Commercial/Light Industry
- Open Space
- Public Assembly
- Quarry
- Recreational
- Residential
- Residential/Agricultural
- Residential/Commercial
- Resort
- Transportation Centre
- Utility-Cell Site
- Utility-Power Plant
- Utility-Pump/Lift Station
- Utility-Sewage Plant
- Utility-Sub-Stations
- Utility-Waterworks
- No Build Zone

POLICIES

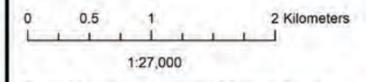
- MP SA13
- MP UE12
- MP UE5
- MP T1, MP T3, MP T13

The numbers and letters refer to policies in the Clarendon Parish Development Order. The following policies apply throughout the May Pen Local Planning Area (Inset No. 1).

GD 1 – GD 10, GD 12 – GD 53, GD 59 – GD 62, PFS 1 – PFS 6; CA 1 – CA 2; RAP 1 – RAP 17, RAP 21 – RAP 23.

SP T1 – SP T56; SP H2 – SP H19; SP C1 – SP C16, SP C18 – SP C38; SP RE1 – SP RE3, SP RE5 – SP RE7, SP RE10 – SP RE16, SP RE18 – SP RE23; SP UE2 – SP UE14; SP TO3 – SP TO4, SP TO6 – SP TO8, SP M1 – SP M12; SP WT1 – SP WT14, SP WT10 – SP WT20, SP E1 – SP E8, SP TELE1 – SP TELE21.

MP C1, MP C7, MP C13; MP UE9, MP UE20; MP RE4; MP SA11, MP SA3; MP H4, MP H13; MP M1, MP M4; MP WT1, MP WT3.



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CLARENDON PARISH DEVELOPMENT ORDER

MAY PEN LOCAL PLANNING AREA LAND USE PROPOSALS (Inset No. 1.1)



LEGEND

- Heritage Site
- Road Class A
- Road Class B
- Road Class C
- Road Other
- Town Road
- River, Watercourse
- Parcel Boundary

ABBREVIATIONS

- Ch Church
- Ct Ho Court House
- FS Fire Station
- HC Health Centre
- Lib Library
- Mkt Market
- PS Police Station
- PO Post Office
- Sch School

PROPOSALS

- Agricultural
- Commercial
- Educational
- Government Purposes & Statutory Undertakings
- Institutional
- Light Industry
- Office
- Office/Commercial
- Office/Commercial/Light Industry
- Open Space
- Public Assembly
- Residential
- Resort
- Transportation Centre
- Utility-Sub-Stations
- Utility-Waterworks
- No Build Zone

POLICIES

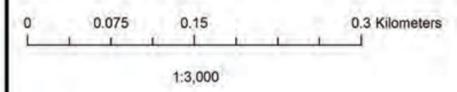
- MP T1, MP T3, MP T13

The numbers and letters refer to policies in the Clarendon Parish Development Order. The following policies apply throughout the May Pen Local Planning Area (Inset No. 1.1).

GD 1 – GD 10, GD 12 – GD 53, GD 59 – GD 62; PFS 1 – PFS 6; CA 1 – CA 2; RAP 1 – RAP 17, RAP 21 – RAP 23.

SP T1 – SP T56; SP H2 – SP H19; SP C1 – SP C16, SP C18 – SP C38; SP RE1 – SP RE3, SP RE5 – SP RE7, SP RE10 – SP RE16; SP RE18 – SP RE23; SP UE2 – SP UE14; SP TO3 – SP TO4, SP TO6 – SP TO8, SP M1 – SP M12, SP WT1 – SP WT14, SP WT10 – SP WT20, SP E1 – SP E8, SP TELE1 – SP TELE21.

MP C1, MP C7, MP C13; MP UE9, MP UE20; MP RE4; MP SA11, MP SA3; MP H4, MP H13; MP M1, MP M4; MP WT1, MP WT3.



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CLARENDON PARISH DEVELOPMENT ORDER

MAY PEN LOCAL PLANNING AREA LAND USE PROPOSALS (Inset No. 1.2)



LEGEND

- Road Class A
- Road Class B
- Road Class C
- Road Other
- Town Road
- Railroad
- River, Watercourse
- Parcel Boundary

ABBREVIATIONS

- Cem Cemetery
- Ch Church
- Hosp Hospital
- Sch School

PROPOSALS

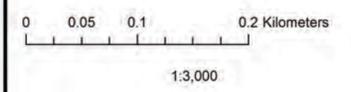
- Agricultural
- Cem Cemetery/Crematoria
- Commercial
- Educational
- Government Purposes & Statutory Undertakings
- Institutional
- Light Industry
- Open Space
- Public Assembly
- Recreational
- Residential

POLICIES

MP SA 13

The numbers and letters refer to policies in the Clarendon Parish Development Order. The following policies apply throughout the May Pen Local Planning Area (Inset No. 1.2).

- GD 1 – GD 10, GD 12 – GD 53, GD 59 – GD 62, PFS 1 – PFS 6;
 CA 1 – CA 2; RAP 1 – RAP 17, RAP 21 – RAP 23.
- SP T1 – SP T56; SP H2 – SP H19; SP C1 – SP C16, SP C18 – SP C38;
 SP RE1 – SP RE3, SP RE5 – SP RE7, SP RE10 – SP RE16,
 SP RE18 – SP RE23; SP UE2 – SP UE14; SP TO3 – SP TO4,
 SP TO6 – SP TO8, SP M1 – SP M12, SP WT1 – SP WT14,
 SP WT10 – SP WT20, SP E1 – SP E8, SP TELE1 – SP TELE21.
- MP C1, MP C7, MP C13; MP UE9, MP UE20; MP RE4;
 MP SA11, MP SA3; MP H4, MP H13; MP M1, MP M4;
 MP WT1, MP WT3.



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CLARENDON PARISH DEVELOPMENT ORDER

MAY PEN LOCAL PLANNING AREA LAND USE PROPOSALS (Inset No. 1.3)



LEGEND

- █ Road Class A
- █ Road Class B
- █ Road Class C
- █ Road Other
- Town Road
- Railroad
- River, Watercourse
- Parcel Boundary

ABBREVIATIONS

- Ch Church
- Sch School

PROPOSALS

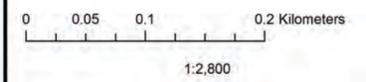
- █ Commercial
- Commercial/Light Industry
- █ Educational
- █ Light Industry
- █ Open Space
- █ Public Assembly
- █ Recreational
- █ Residential
- █ Utility-Waterworks

The numbers and letters refer to policies in the Clarendon Parish Development Order. The following policies apply throughout the May Pen Local Planning Area (Inset No. 1.3).

GD 1 – GD 10, GD 12 - GD 53, GD 59 – GD 62; PFS 1 – PFS 6; CA 1 – CA 2; RAP 1 – RAP 17, RAP 21 – RAP 23.

SP T1 - SP T56; SP H2 – SP H19; SP C1 – SP C16, SP C18 – SP C38; SP RE1 – SP RE3, SP RE5 – SP RE7, SP RE10 - SP RE16, SP RE18 – SP RE23; SP UE2 – SP UE14, SP TO3 – SP TO4, SP TO6 – SP TO8, SP M1 – SP M12, SP WT1 – SP WT14, SP WT10 – SP WT20, SP E1 – SP E8, SP TELE1 – SP TELE21.

MP C1, MP C7, MP C13; MP UE9, MP UE20; MP RE4; MP SA11, MP SA3; MP H4, MP H13; MP M1, MP M4; MP WT1, MP WT3.



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CLARENDON PARISH DEVELOPMENT ORDER

MAY PEN LOCAL PLANNING AREA LAND USE PROPOSALS (Inset No. 1.4)



LEGEND

- █ Road Class A
- █ Road Class B
- █ Road Class C
- █ Road Other
- Town Road
- Highway 2000
- River, Watercourse
- Parcel Boundary

ABBREVIATIONS

- Ch Church
- Ct Ho Court House
- FS Fire Station
- HC Health Centre
- Lib Library
- Mkt Market
- PS Police Station
- PO Post Office
- Sch School

PROPOSALS

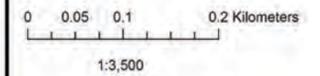
- Commercial
- Educational
- Institutional
- Office/Commercial
- Open Space
- Public Assembly
- Recreational
- Residential
- Utility-Cell Site
- Utility-Sewage Plant
- Utility-Waterworks

The numbers and letters refer to policies in the Clarendon Parish Development Order. The following policies apply throughout the May Pen Local Planning Area (Inset No. 1.4).

GD 1 – GD 10, GD 12 – GD 53, GD 59 – GD 62; PFS 1 – PFS 6; CA 1 – CA 2; RAP 1 – RAP 17, RAP 21 – RAP 23.

SP T1 – SP T56; SP H2 – SP H19; SP C1 – SP C16, SP C18 – SP C38; SP RE1 – SP RE3, SP RE5 – SP RE7, SP RE10 – SP RE16, SP RE18 – SP RE23; SP UE2 – SP UE14; SP TO3 – SP TO4, SP TO6 – SP TO8, SP M1 – SP M12, SP WT1 – SP WT14, SP WT10 – SP WT20, SP E1 – SP E8, SP TELE1 – SP TELE21.

MP C1, MP C7, MP C13; MP UE9, MP UE20; MP RE4; MP SA11, MP SA3; MP H4, MP H13; MP M1, MP M4; MP WT1, MP WT3.



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CLARENDON PARISH DEVELOPMENT ORDER

MAY PEN LOCAL PLANNING AREA LAND USE PROPOSALS (Inset No. 1.5)



LEGEND

- Road Class A
- Road Class C
- Road Other
- River, Watercourse
- Parcel Boundary

ABBREVIATIONS

- | | |
|-----|----------------|
| Ch | Church |
| PS | Police Station |
| Sch | School |

PROPOSALS

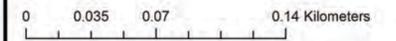
- Agricultural
- Educational
- Government Purposes & Statutory Undertakings
- Office/Commercial
- Public Assembly
- Residential

The numbers and letters refer to policies in the Clarendon Parish Development Order. The following policies apply throughout the May Pen Local Planning Area (Inset No. 1.5).

GD 1 – GD 10, GD 12 – GD 53, GD 59 – GD 62; PFS 1 – PFS 6; CA 1 – CA 2; RAP 1 – RAP 17, RAP 21 – RAP 23.

SP T1 – SP T56; SP H2 – SP H19; SP C1 – SP C16, SP C18 – SP C38; SP RE1 – SP RE3, SP RE5 – SP RE7, SP RE10 – SP RE16, SP RE18 – SP RE23; SP UE2 – SP UE14; SP TO3 – SP TO4, SP TO6 – SP TO8, SP M1 – SP M12, SP WT1 – SP WT14, SP WT10 – SP WT20, SP E1 – SP E8, SP TELE1 – SP TELE21.

MP C1, MP C7, MP C13; MP UE9, MP UE20; MP RE4; MP SA11, MP SA3; MP H4, MP H13; MP M1, MP M4; MP WT1, MP WT3.



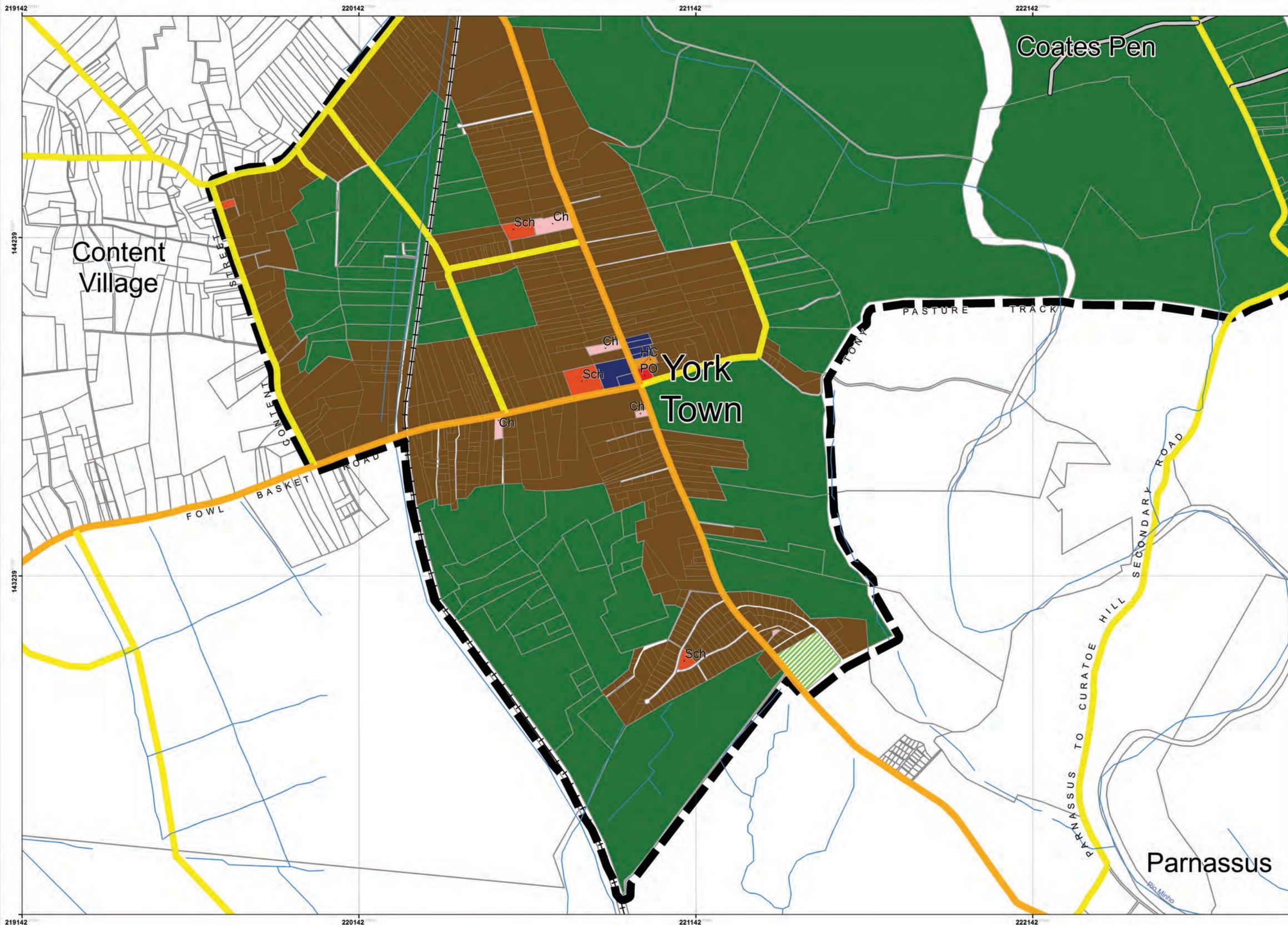
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CLARENDON PARISH DEVELOPMENT ORDER

MAY PEN LOCAL PLANNING AREA LAND USE PROPOSALS (Inset No. 1.6)



LEGEND

- Road Class C
- Road Other
- Town Road
- Railroad
- River, Watercourse
- May Pen Local Planning Area Boundary
- Parcel Boundary

ABBREVIATIONS

- Ch Church
- HC Health Centre
- PO Post Office
- Sch School

PROPOSALS

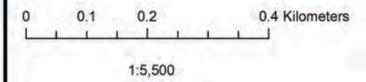
- Agricultural
- Commercial
- Educational
- Government Purposes & Statutory Undertakings
- Institutional
- Public Assembly
- Recreational
- Residential

The numbers and letters refer to policies in the Clarendon Parish Development Order. The following policies apply throughout the May Pen Local Planning Area (Inset No. 1.6).

GD 1 – GD 10, GD 12 – GD 53, GD 59 – GD 62; PFS 1 – PFS 6; CA 1 – CA 2; RAP 1 – RAP 17, RAP 21 – RAP 23.

SP T1 – SP T56; SP H2 – SP H19; SP C1 – SP C16, SP C18 – SP C38; SP RE1 – SP RE3, SP RE5 – SP RE7, SP RE10 – SP RE16, SP RE18 – SP RE23; SP UE2 – SP UE14; SP TO3 – SP TO4, SP TO6 – SP TO8, SP M1 – SP M12, SP WT1 – SP WT14, SP WT10 – SP WT20, SP E1 – SP E8, SP TELE1 – SP TELE21.

MP C1, MP C7, MP C13; MP UE9, MP UE20; MP RE4; MP SA11, MP SA3; MP H4, MP H13; MP M1, MP M4; MP WT1, MP WT3.

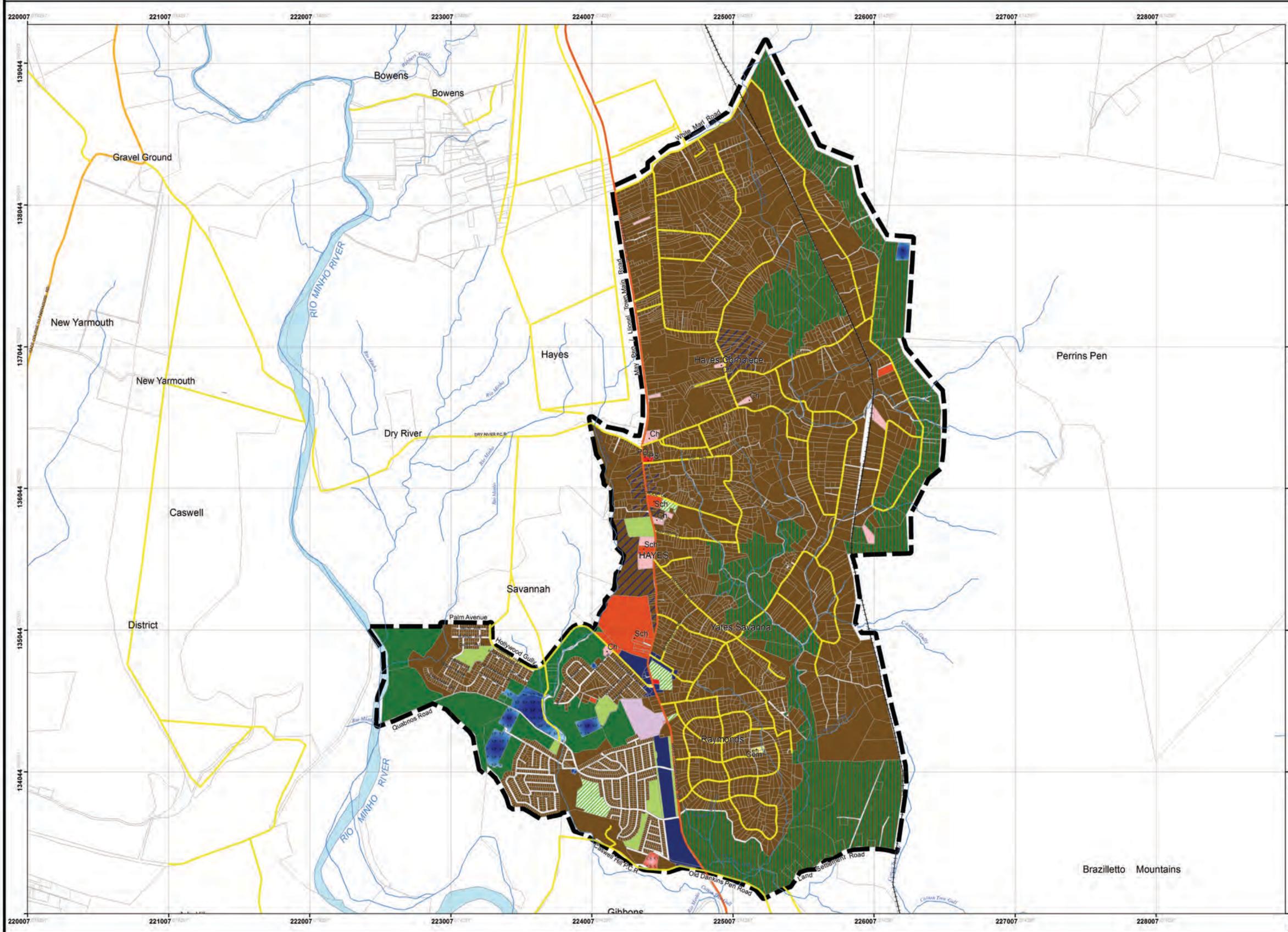


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CLARENDON PARISH DEVELOPMENT ORDER

HAYES LOCAL PLANNING AREA LAND USE PROPOSALS (Inset No. 2)



LEGEND

- Road Class B
- Road Class C
- Road Other
- Motorable Track
- + + + + Railway
- River/Watercourse
- Hayes Local Planning Area
- Parcel Boundary

ABBREVIATIONS

Cem	Cemetery
Ch	Church
P.C.R.	Parish Council Road
PO	Post Office
PS	Police Station
Sch	School
RD	Road

PROPOSALS

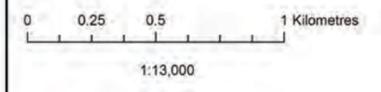
- Agricultural
- Cemetery/Crematoria
- Commercial
- Educational
- Light Industry
- Open Space
- Public Assembly
- Government Purposes & Statutory Undertakings
- Recreational
- Residential
- Residential/Agricultural
- Residential/Commercial
- Utility-Cell Site
- Utility-Pump/Lift Station
- Utility-Sewage Plant
- Utility-Waterworks

POLICIES

- H RE1 - H RE2
- H UE3
- H UE1
- H H1, H H3, H H5

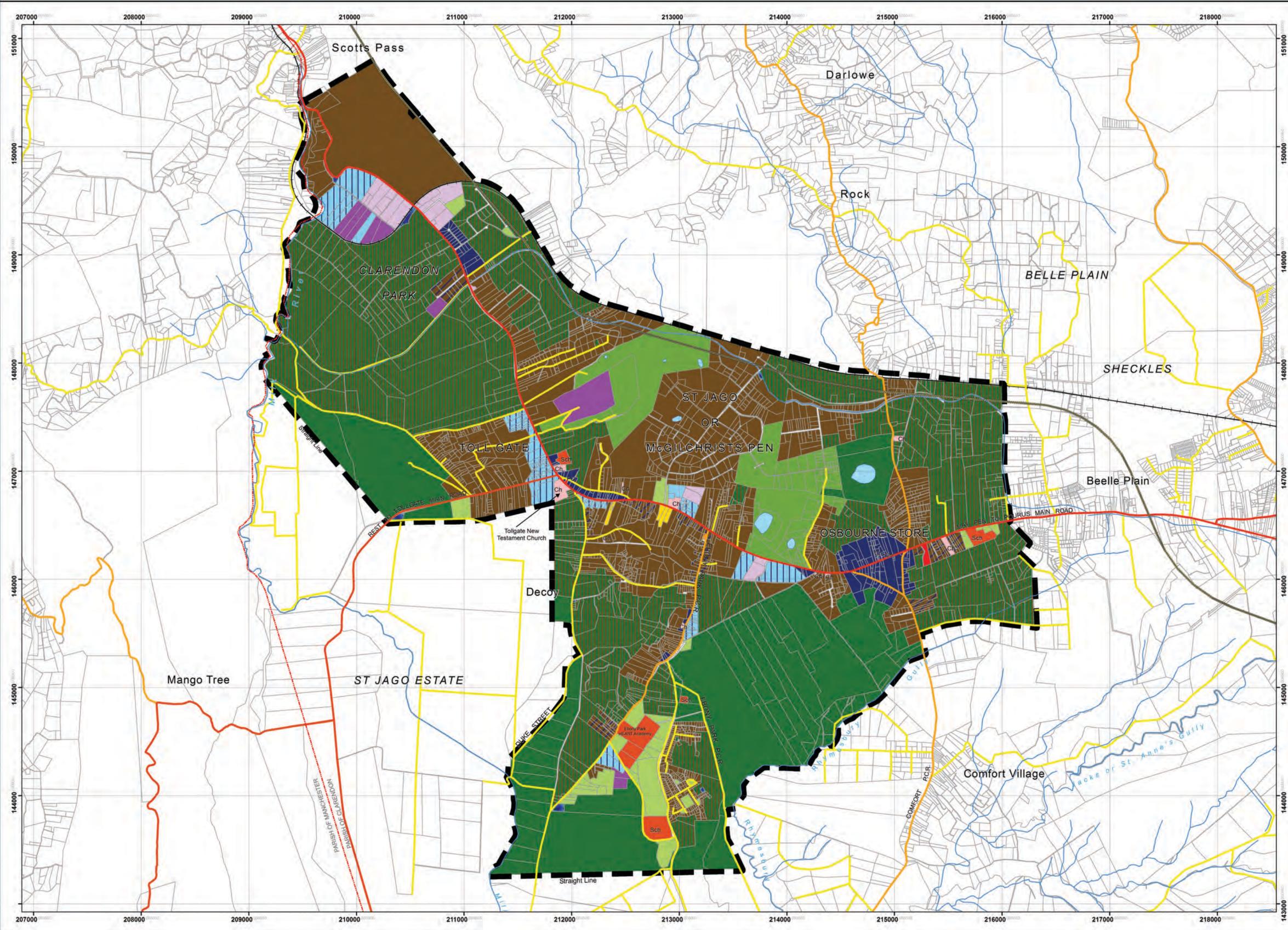
The numbers and letters refer to policies in the Clarendon Parish Development Order. The following policies apply throughout the Hayes Local Planning Area (Inset No. 2).

GD 1 - GD 50, GD 59 - GD 62; PFS 1 - PFS 6; CA 1; SP T1 - SP T53, SP UE1 - SP UE14, SP H1 - SP H21, SP TO1 - SP TO8, SP C2 - SP C38, SP RE1 - SP RE23



CLARENDON PARISH DEVELOPMENT ORDER

TOLL GATE/OSBOURNE STORE LOCAL PLANNING AREA LAND USE PROPOSALS (Inset No. 3)



LEGEND

- Road Class A
- Road Class B
- Road Class C
- Highway
- Road Other
- Highway 2000
- Railroad
- - - Parish Boundary
- River/Watercourse
- Toll Gate/Osbourne Store Local Planning Area Boundary
- Parcel Boundary
- Pond

ABBREVIATIONS

- Ch Church
- PO Post Office
- P.C.R. Parish Council Road
- Sch School
- RD Road

PROPOSALS

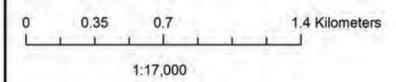
- Agricultural
- Commercial
- Educational
- Forestry
- Government Purposes and Statutory Undertakings
- Heavy Industry
- Institutional
- Light Industry
- Office
- Office/Commercial
- Open Space
- Public Assembly
- Residential
- Residential/Agricultural
- Residential/Commercial
- Resort
- Utility-Pump/Lift Station
- Utility-Waterworks

POLICIES

- TG/OS RE3 - TG/OS RE4
- TG/OS UE1
- TG/OS SA3 - TG/OS SA6
- TG/OS SA3
- TG/OS SA4
- TG/OS H1 - TG/OS H3
- TG/OS UE2

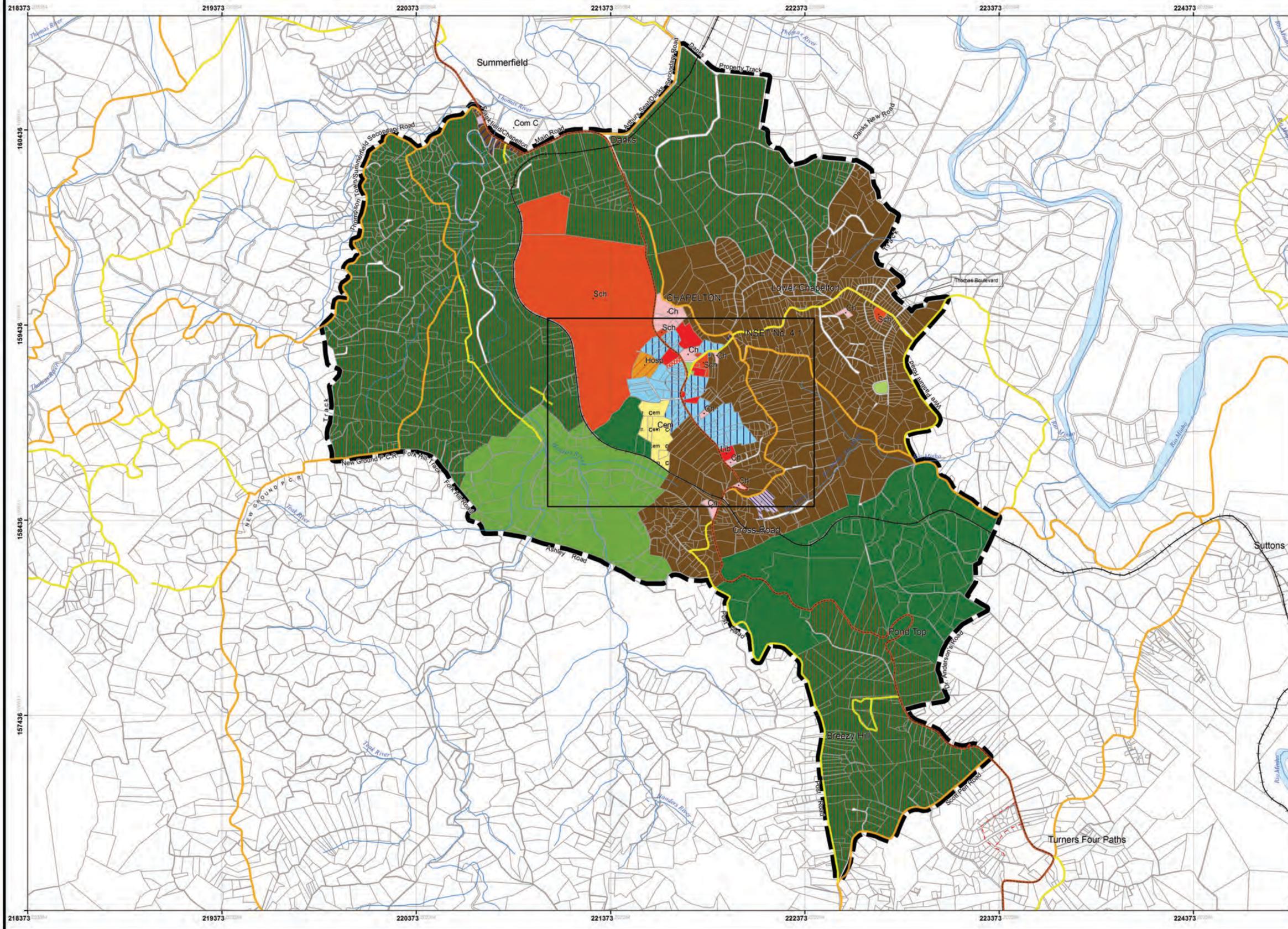
The numbers and letters refer to policies in the Clarendon Parish Development Order. The following policies apply throughout the Toll Gate/Osbourne Store Local Planning Area (Inset No. 3).

GD 1 - GD 50, GD 59 - GD 62; PFS 1 - PFS 66; CA 1; SP T2 - SP T 46;
 SP H1 - SP H21; SP C30 - SP C33; SP RE4 - SP RE6;
 SP UE1 - SP UE14; SP TO1 - SP TO8; SP WT1 - SP WT20;
 SP E1 - SP E8; SP TELE1 - SP TELE21.



CLARENDON PARISH DEVELOPMENT ORDER

CHAPELTON LOCAL PLANNING AREA LAND USE PROPOSALS (Inset No. 4)



LEGEND

- May Pen - Trout Hall Road Widening
- Road Class A
- Road Class B
- Road Class C
- - - Motorable Track
- Road Other
- Railway
- River/Watercourse
- ⬜ Chapelton Local Planning Area Boundary
- ⬜ Parcel Boundary

ABBREVIATIONS

Cem	Cemetery
Ch	Church
Ct Ho	Court House
Hosp	Hospital
Lib	Library
P.C.R.	Parish Council Road
PS	Police Station
PO	Post Office
Sch	School

PROPOSALS

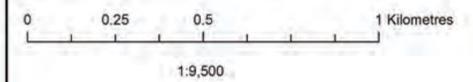
- Agricultural
- Cemetery/Crematoria
- Commercial/Light Industry
- Educational
- Forestry
- Government Purposes & Statutory Undertakings
- Institutional
- Light Industry
- Office/Commercial
- Open Space
- Office
- Public Assembly
- Residential
- Residential/Agricultural
- Residential/Commercial
- Transportation Centre
- Utility-Waterworks

POLICIES

- C RE1
- C SA5
- C C1
- C UE2
- C SA2 - C SA4
- C H1 - C H4, C SA2 - C SA3
- C T2

The numbers and letters refer to policies in the Clarendon Parish Development Order. The following policies apply throughout the Chapelton Local Planning Area (Inset No. 4).

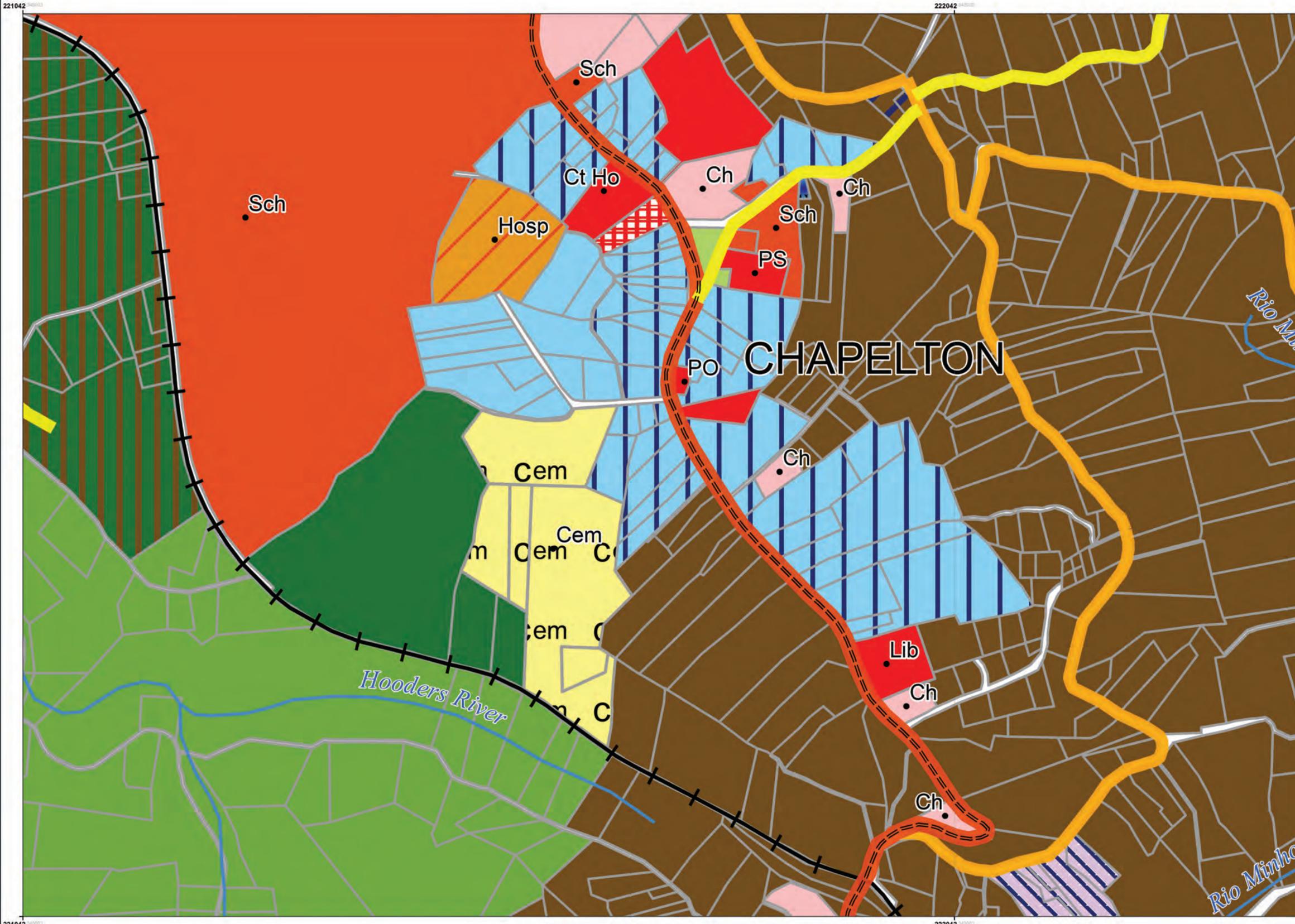
SP C1 - SP C11, SP C18 - SP C38, SP RE1, SP RE2, SP RE6, SP RE7, SP UE1 - SP UE14, SP T2 - SP T53, SP H1 - SP H12, SP H15 - SP H21, SP WT1 - SP WT12, SP WT15 - SP WT20



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February 2017

CLARENDON PARISH DEVELOPMENT ORDER

CHAPELTON LOCAL PLANNING AREA LAND USE PROPOSALS (Inset No. 4.1)



LEGEND

- Road Class A
- Road Class B
- Road Class C
- Road Other
- Railway
- May Pen - Trout Hall Road Widening
- River/Watercourse
- Parcel Boundary

ABBREVIATIONS

Cem	Cemetery
Ch	Church
Ct Ho	Court House
Hosp	Hospital
Lib	Library
P.C.R.	Parish Council Road
PS	Police Station
PO	Post Office
Sch	School

PROPOSALS

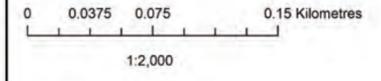
- Agricultural
- Cemetery/Crematoria
- Commercial/Light Industry
- Educational
- Forestry
- Government Purposes & Statutory Undertakings
- Institutional
- Office/Commercial
- Open Space
- Office
- Public Assembly
- Residential
- Residential/Agricultural
- Residential/Commercial
- Transportation Centre
- Utility-Waterworks

POLICIES

- CRE1
- CSA5
- CC1
- CSA3, C SA8, C SA11
- CU2
- CSA2, C SA4
- CH1 - C H4, C SA2 - C SA3
- CT2

The numbers and letters refer to policies in the Clarendon Parish Development Order. The following policies apply throughout the Chapelton Local Planning Area (Inset No. 4.1)

SP C1 - SP C11, SP C18 - SP C38; SP RE1, SP RE2, SP RE6, SP RE7; SP UE1 - SP UE14; SP T2 - SP T53; SP H1 - SP H12 - SP H21; SP WT1 - SP WT12, SP WT15 - SP WT20.



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February 2017

CLARENDON PARISH DEVELOPMENT ORDER

LIONEL TOWN LOCAL PLANNING AREA LAND USE PROPOSALS (Inset No. 5)



LEGEND

- Road Class B
- Road Class C
- Road Other
- Town Road
- River/Watercourse
- Lionel Town Local Planning Area Boundary
- Parcel Boundary

ABBREVIATIONS

Ch	Church
Ct Ho	Court House
Hosp	Hospital
PO	Post Office
PS	Police Station
Sch	School

PROPOSALS

- Agricultural
- Commercial
- Educational
- Heavy Industry
- Light Industry
- Office
- Office/Commercial
- Office/Commercial/Light Industry
- Open Space
- Public Assembly
- Public Assembly/Educational
- Government Purposes & Statutory Undertakings
- Recreational
- Residential
- Residential/Commercial
- Transportation Centre
- Utility-Cell Site
- Utility-Sewage Plant
- Utility-Substation

POLICIES

- LT SA3
- LT UE
- LT UE1
- LT SA1
- LT H1 - LT H4
- LT UE4
- LT T1

The numbers and letters refer to policies in the Clarendon Parish Development Order. The following policies apply throughout the Lionel Town Local Planning Area (Inset No. 5).

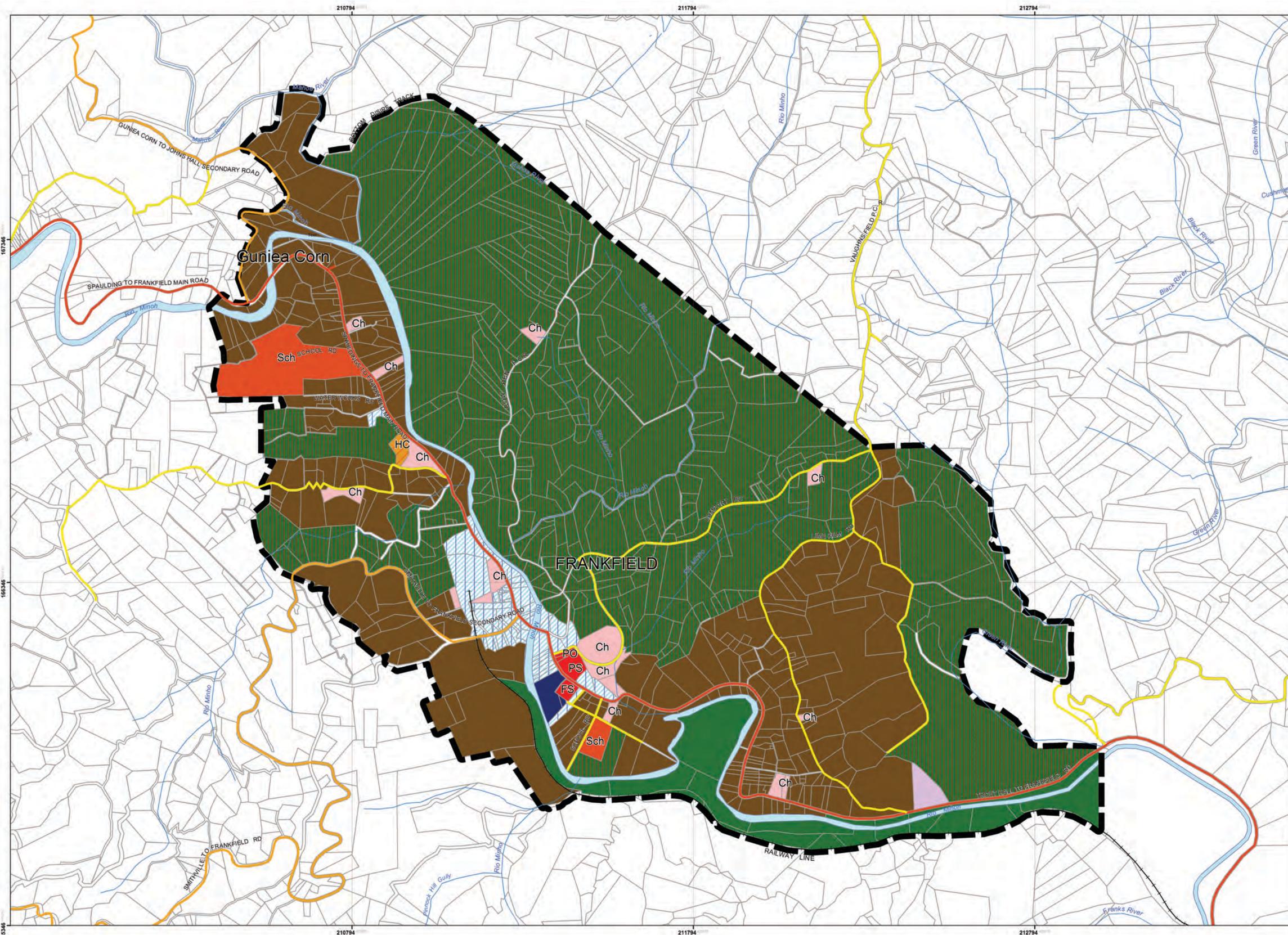
GD 1 - GD 50, GD 59 - GD 62; PFS 1 - PFS 66; CA 1; SP T2 - SP T 46;
 SP H1 - SP H21; SP C30 - SP C33; SP R4 - SP R 6;
 SP UE1 - SP UE14; SP T01 - SP T08; SP WT1 - SP WT20;
 SP E1 - SP E8; SP TELE1 - SP TELE21.

0 0.075 0.15 0.3 Kilometers
 1:4,000

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 February 2017

CLARENDON PARISH DEVELOPMENT ORDER

FRANKFIELD LOCAL PLANNING AREA LAND USE PROPOSALS MAP (Inset No. 6)



LEGEND

- Road Class A
- Road Class B
- Road Class C
- Road Other
- River/Watercourse
- Railway
- Frankfield Local Planning Area Boundary
- Parcel Boundary

ABBREVIATIONS

- Ch Church
- FS Fire Station
- HC Health Centre
- P.C.R Parish Council Road
- PO Post Office
- PS Police Station
- Sch School

PROPOSALS

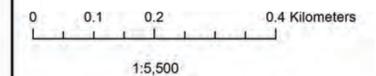
- Agricultural
- Commercial
- Educational
- Institutional
- Light Industry
- Mix Use
- Public Assembly
- Government Purposes & Statutory Undertakings
- Residential
- Residential/Agricultural

POLICIES

- F UE1
- F H1 - F H3
- F RE3

The numbers and letters refer to policies in the Clarendon Parish Development Order. The following policies apply throughout the Frankfield Local Planning Area (Inset No. 6)

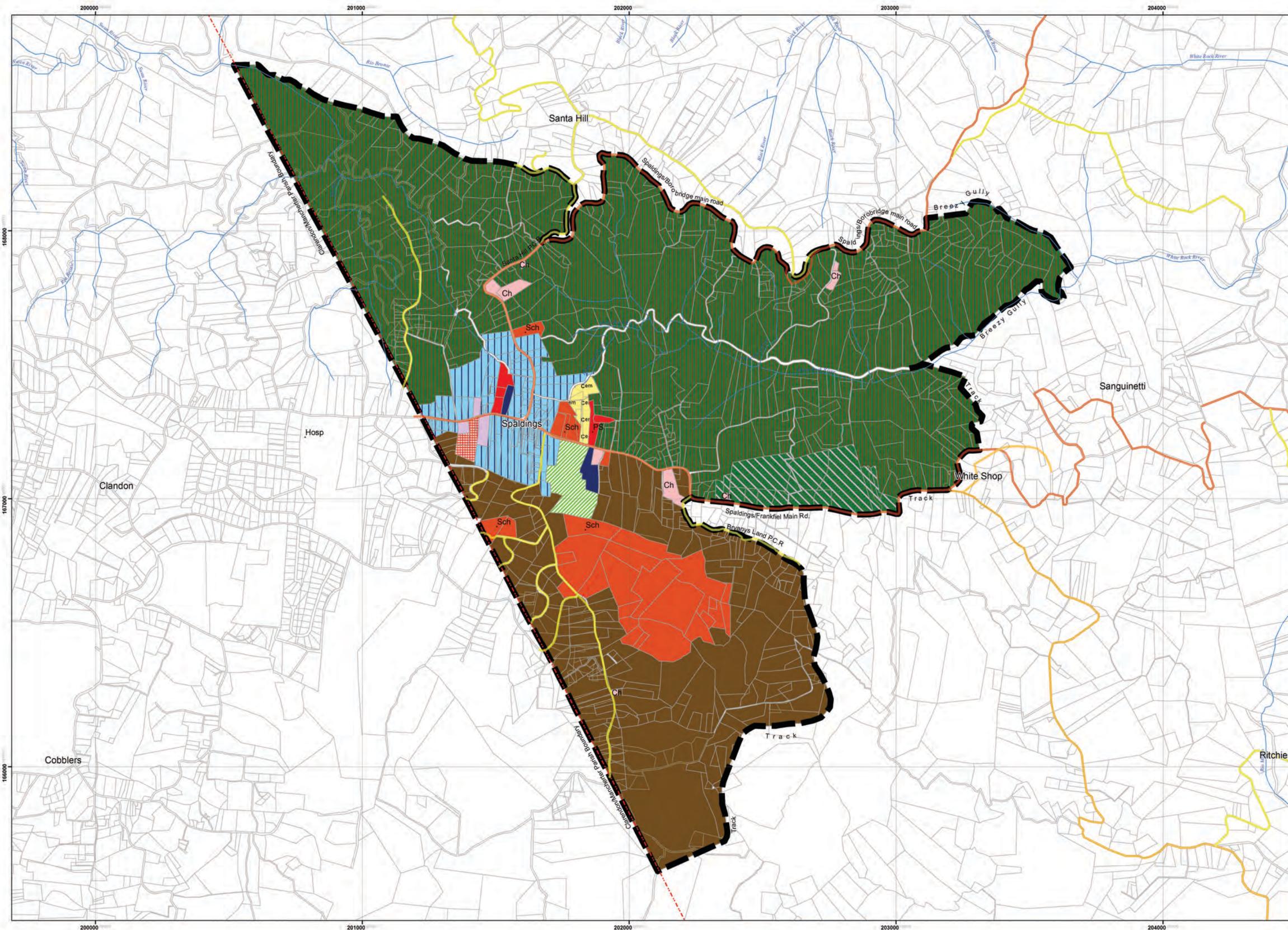
- GD 4, GD 9, GD16, GD20 - GD 22, GD 31 - GD 32, GD 53 - GD 55; RAP 3 - RAP 7, RAP 7, RAP 10, RAP 11, RAP 13
- F RE3 - F RE4, F UE1 - F UE3, F SA1, F H1 - F H6, F WS2 - F WS3
- SP T4, SP T7, SP T10 - SP T12, SP T18, SP T23, SP T33, SP T35 - SP T37; SP H12; SP RE13, SP RE14; SP UE3, SP UE4



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CLARENDON PARISH DEVELOPMENT ORDER

SPALDINGS LOCAL PLANNING AREA LAND USE PROPOSALS (Inset No. 7)



LEGEND

- Road Class A
- Road Class B
- Road Class C
- - - Motorable Track
- Road Other
- · - · - Parish Boundary
- River, Watercourse
- Spaldings Local Planning Area Boundary
- Parcel Boundary



ABBREVIATIONS

- Sch School
- PO Post Office
- PS Police Station
- HC Health Centre
- Ch Church

PROPOSALS

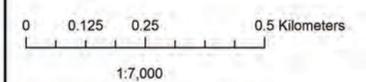
- Agricultural/Light Industry
- Cemetery/Crematoria
- Commercial
- Educational
- Government Purposes & Statutory Undertakings
- Light Industry
- Office/Commercial
- Public Assembly
- Recreational
- Residential
- Residential/Agricultural
- Transportation Centre

POLICES

- S RE1
- S UE1
- S UE1
- S SA1
- S H1 - S H4
- S H1
- S T1 - S T2

The numbers and letters refer to policies in the Clarendon Parish Development Order. The following policies apply throughout the Spaldings Local Planning Area (Inset No. 7).

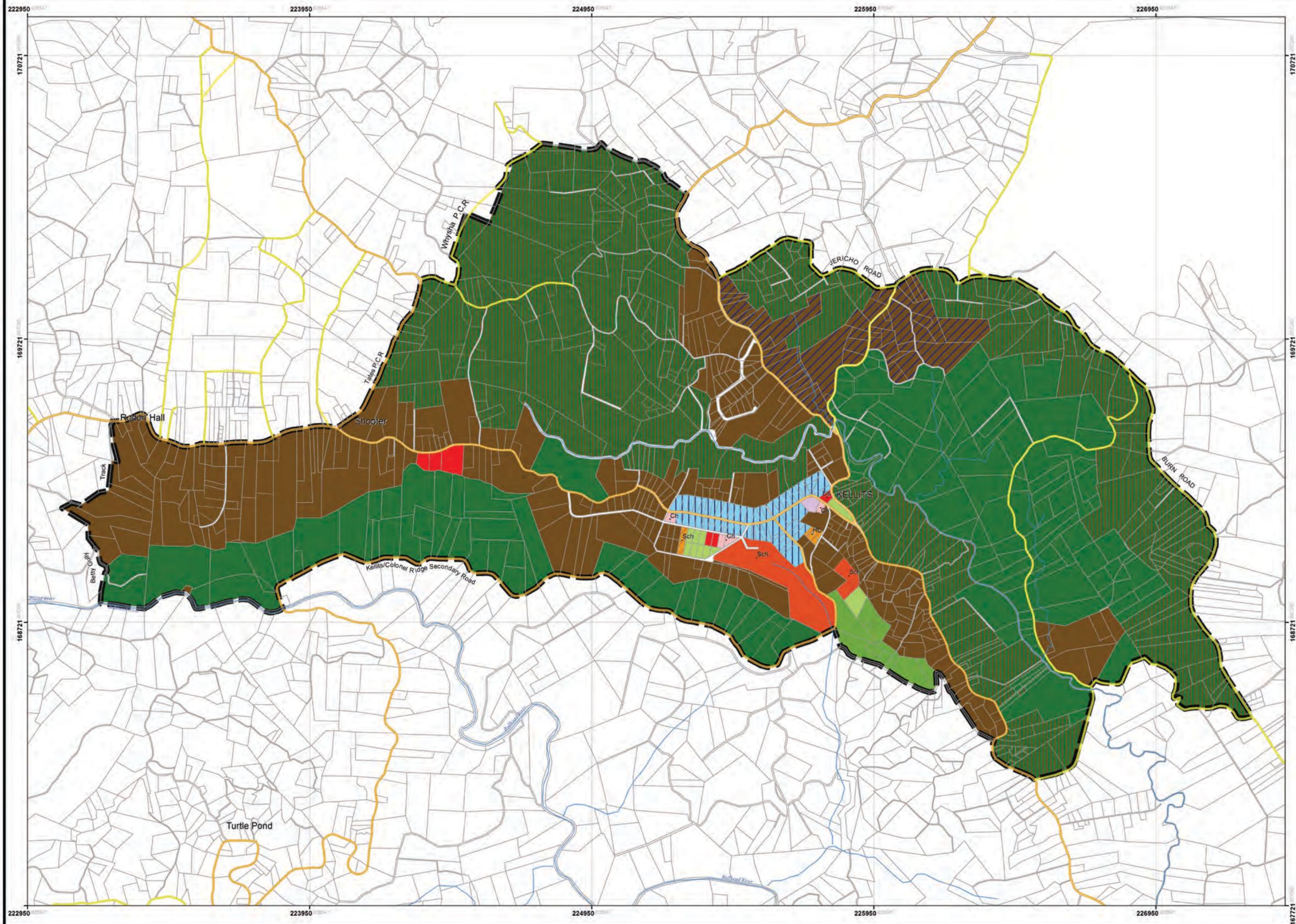
SP C1 - SP C17, SP C30 - SP C38; SP RE6 - SP RE9;
 SP H1 - SP H21; SP T2 - SP T53; SP UE1 - SP UE14;
 SP WT1 - SP WT20; SP E1 - SP E8; SP TO1 - SP TO8;
 SP TELE1 - SP TELE21; GD 1 - GD 50, GD 59 - GD 65;
 PFS 1 - PFS 56



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CLARENDON PARISH DEVELOPMENT ORDER

KELLITS LOCAL PLANNING AREA LAND USE PROPOSALS (Inset No. 8)



LEGEND

- Road Class B
- Road Class C
- Road Other
- Motorable Track
- River/Watercourse
- Kellits Local Planning Area Boundary
- Parcel Boundary

ABBREVIATIONS

- | | |
|-----|---------------|
| Ch | Church |
| Lib | Library |
| HC | Health Centre |
| Sch | School |

PROPOSALS

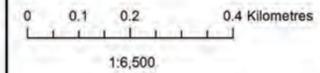
- Agricultural
- Educational
- Forestry
- Government Purposes & Statutory Undertakings
- Institutional
- Light Industry
- Office/Commercial
- Open Space
- Public Assembly
- Residential
- Residential/Agricultural
- Residential/Commercial

POLICIES

- K RE1
- K SA3
- K SA3
- K WS1
- K SA4, K SA5
- K H1 - K H4; K WS1

The numbers and letters refer to policies in the Clarendon Parish Development Order. The following policies apply throughout the Kellits Local Planning Area (Inset No. 8).

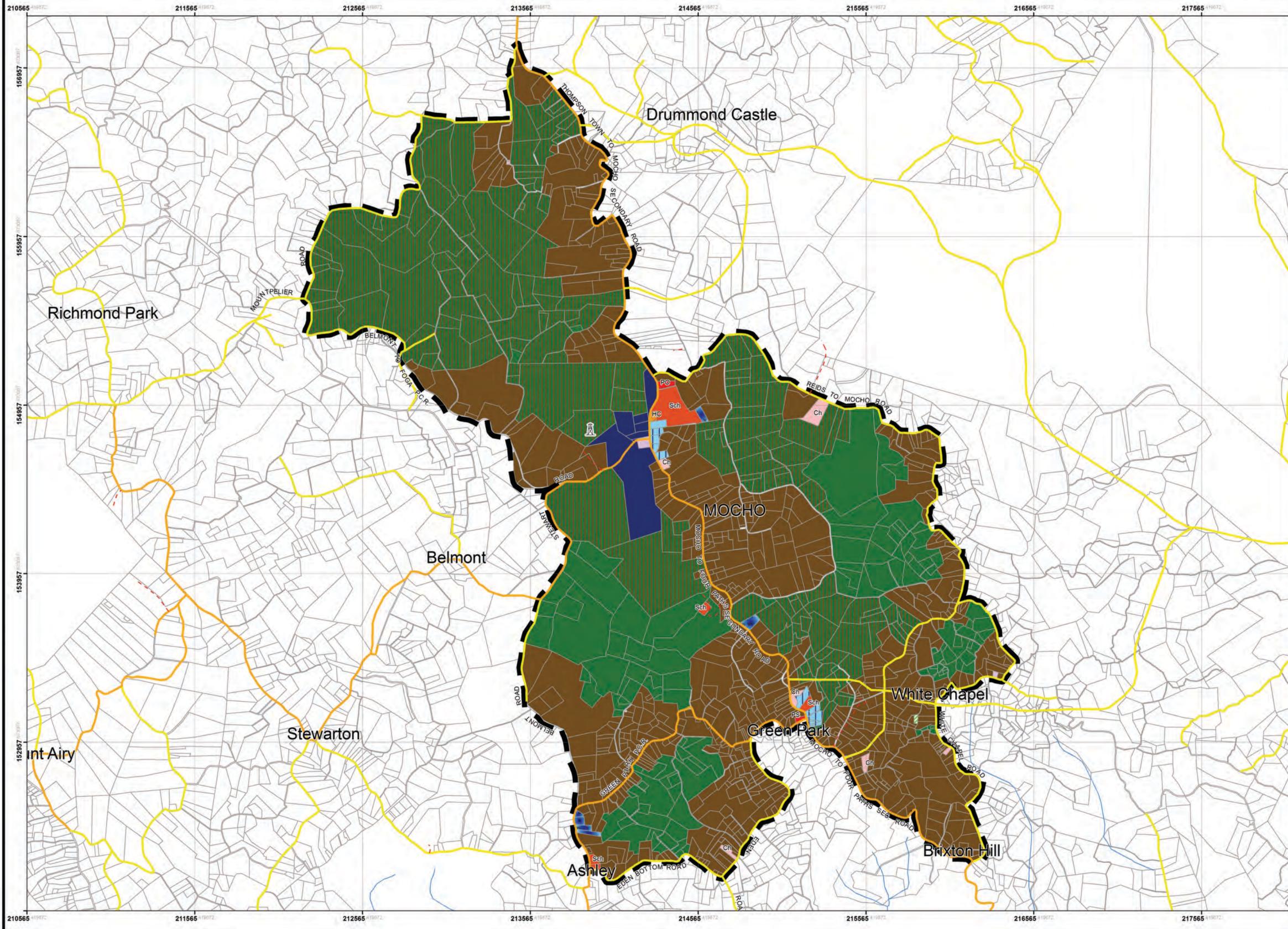
SP T2 - SP T46; SP H1 - SP H21; SP C1 - SP C17, SP C30 - SP C38
 SP RE1 - SP RE2, SP RE6 - SP RE9; SP UE1 - SP UE14;
 SP TO1 - SP TO8; SP WT1 - SPWT20; SP E1 - SP E8;
 SP TELE1 - SP TELE21



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 February 2017

CLARENDON PARISH DEVELOPMENT ORDER

MOCHO LOCAL PLANNING AREA LAND USE PROPOSALS (Inset No. 9)



LEGEND

- Cell Site
- Road Class A
- Road Class B
- Road Class C
- Motorable Track
- Road Other
- River, Watercourse
- Mochó Local Planning Area Boundary
- Parcel Boundary

ABBREVIATIONS

- Ch Church
- P.C.R. Parish Council Road
- PS Post Office
- PO Police Station
- Sch School
- Sec Secondary
- RD Road

PROPOSALS

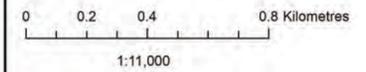
- Agricultural
- Commercial
- Educational
- Government Purposes & Statutory Undertakings
- Institutional
- Light Industry
- Office
- Office/Commercial
- Public Assembly
- Recreation
- Residential
- Residential/Agricultural
- Utility-Waterworks

POLICIES

- M RE1 - M RE2
- M UE1
- M SA1
- M H1 - M H3

The numbers and letters refer to policies in the Clarendon Parish Development Order. The following policies apply throughout the Mocho Local Planning Area (Inset No. 9).

GD 1 - GD 50, GD 59 - GD 62; PFS 1 - PFS 66; CA 1 - CA 2; SP T2 - SP T46; SP H1 - SP H21; SP C30 - SP C33; SP R4 - SP RE6; SP UE1 - SP UE14; SP TO1 - SP T 8; SP WT1 - SP WT20; SP E1 - SP E8; SP TELE1 - SP TELE21.



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