



THE JAMAICA GAZETTE SUPPLEMENT

PROCLAMATIONS, RULES AND REGULATIONS

636¹A

Vol. CXL

MONDAY, JUNE 5, 2017

No. 45¹A

No. 91¹A

THE TOWN AND COUNTRY PLANNING ACT

THE TOWN AND COUNTRY PLANNING (ST. CATHERINE AREA) PROVISIONAL DEVELOPMENT ORDER, 2017

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 Saint Catherine Municipal Corporation.

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

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| Citation | 1. This Order may be cited as the Town and Country Planning (St. Catherine Area) Provisional Development Order, 2017. |
| Interpretation. | 2. In this Order—
“the Act” means the <i>Town and Country Planning Act</i> ;
“the Authority” has the meaning assigned to it by section 2 of the Act; |

Part I.
First
Schedule.

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

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

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

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

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

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

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

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

“land” means any corporal hereditament including a building, s structure or an erection;

“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;

Part I.
First
Schedule.

“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*;

“natural hazards” means natural processes or phenomena occurring in the biosphere that may constitute a damaging event;

“operators” mean those who own or operate a telecommunication or broadcast mast or tower, base station, macrocell, microcell 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*;

“references” or any schedule thereto relating to plans, drawings, notices or other documents in this Order includes references to such documents or copies of them in electronic form.

“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 size and placing of footprints for the erection of a building on the land;
- (b) the design and external appearance of the building ie. the two dimensional arrangement of building, their three dimensional form and their internal appearance;
- (c) the means of access to and egress from the site ie. two dimensional design of vehicular and pedestrian access to the site from the surroundings; and
- (d) the landscaping of the site ie. treatment of and for the purpose of amenity including screen walls and the laying out of gardens;

“Saint Catherine” means the area specified in Part 1 of the First Schedule;

“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 Saint Catherine Area.

Designation
of Saint
Catherine
development
order area.

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

First
Schedule.

Use classes.
Second
Schedule.

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

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

(3) Where a use, which is ordinarily incidental to and included in any use specified in the Second Schedule, 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.

(4) 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.	(2) Nothing in this paragraph or in the Third Schedule shall operate so as to permit— <ul style="list-style-type: none"> (a) any development contrary to any condition imposed in a permission granted under Part III of the Act; (b) any development in relation to any national monument and protected national heritage; (c) any development within a preservation scheme; (d) any development in any area designated as a national park or protected area under section 5 of the <i>Natural Resources Conservation Authority Act</i>; or (e) development in any area designated as a quarry zone under the <i>Quarries Control Act</i>.
Grant or refusal of planning permission. Form A. Fourth Schedule.	8.—(1) Upon receiving an application for planning permission, the local planning authority shall send to the applicant an acknowledgement of receipt of the application in writing in the form set out as Form A in the Fourth Schedule. (2) The local planning authority may, upon considering the application for planning permission— <ul style="list-style-type: none"> (a) grant planning permission; (b) grant planning permission subject to conditions; (c) refuse to grant planning permission.
Prohibition of development.	9.—(1) Subject to sub-paragraph (2) of this paragraph no development of land of within the area to which this Order applies, shall take place, except in accordance with this Order and permission granted in relation thereto. (2) The local planning authority may subject to any conditions as may be specified by directions given by the Minister under this Order grant permission for development which does not appear to be provided for in this Order and is not in conflict therewith.
Outline planning permission. Fourth Schedule. Form A.	10.—(1) Where an applicant so desires, an application for outline planning permission may be made for permission to erect a building. (2) Upon receiving an application for planning permission, the local planning authority shall send to the applicant an acknowledgement of receipt

of the application in writing in the form set out as Form A in the Fourth Schedule.

(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 determinations 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.

Fourth Schedule. Form A. (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

Form B. Fourth Schedule. (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 in the 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
- (d) with the Jamaica National Heritage Trust where the land to be developed is situated within 91 meters of a national monument or

Appendix
3. Fifth
Schedule.

protected national heritage and land within a preservation scheme or to sites listed in Appendix 3 of the Fifth Schedule;

- (e) with the Natural Resources Conservation Authority where —
 - (i) the development is occurring on land situated in a coastal zone, in or adjacent to ecologically sensitive areas, in or adjacent to conservation areas or national parks, or near rivers, streams or other water bodies;
 - (ii) the development is subject to an environmental statement or environmental impact assessment;
 - (iii) the carrying out of building or other operations or the use of land for the purpose of refining or storing mineral oils and their derivatives; or
 - (iv) in carrying out of building or other operations or the use of land for the retention or disposal of sewage, trade waste or sludge;
- (f) with the Ministry responsible for Health and Environmental control where the development consists of or includes—
 - (i) the carrying out of works or operations in the bed or on the banks of rivers, streams or other body of water or
 - (ii) the carrying out of building or other operations or the use of land for the purpose of refining or storing mineral oils and their derivatives; or
 - (iii) the carrying out of building or other operations or the use of land for the retention or disposal of sewage, trade waste or sludge;
- (g) with the Commissioner of Mines where the land to be developed is situated in any mineral deposit area; and the Jamaica Bauxite Institute for bauxite related activities;
- (h) with the Mines and Geology Division where the land is in a hillside area and there is a potential for slope instability or where a geotechnical report will be necessary;
- (i) with the Office of Disaster Preparedness and Emergency Management where the development is situated on land occurring in areas subject to natural hazards;
- (j) with the Water Resources Authority and National Water Commission where there is to be an increase in demand for water or where effluent is to be discharged in streams or an aquifer;

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

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

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

Applications referred to the Authority.

17.—(1) On referring any application to the Authority under section 12 of the Act, pursuant to a direction in that behalf, the local planning authority, shall serve on the applicant notice of the terms of the direction and of any reason given by the Authority for issuing the direction.

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

- (a) inform the applicant that the application has been referred to the Authority; and
- (b) contain a statement that the Authority will, if the applicant so desires, afford to the applicant an opportunity of appearing before and being heard by a person appointed by the Authority for the purpose.

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

- (a) particulars of any application for permission to develop, made to the local planning authority in respect of any such land, including

the name and address for the applicant, the date of the application, and brief particulars of the development forming the subject of the application;

- (b) particulars of any direction given under the Act or this Order in respect of the application;
- (c) the decision, or determination, if any, of the local planning authority in respect of the application, and the date of the decision or determination;
- (d) the date and effect of any decision, or determination, of the Minister on appeal, in respect of the application;
- (e) the date of any subsequent approval given in relation to the application.

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

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

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

Information on applications to be given to Minister.

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

Directions, consents and notices.

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

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

Control of subdivided land.

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

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

Matters to be
dealt with in
development
order and
Planning
Areas.
Fifth
Schedule.

Revocation.

Savings.

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.

24. Subject to paragraph 25, the *Town and Country Planning (Saint Catherine Coast) Confirmed Development Order, 1965*, the *Town and Country Planning (Spanish Town) Confirmed Development Order, 1964*, the *Town and Country Planning (Bog Walk/ Linstead/ Ewarton Area) Development Order, 1965*, and the *Town and Country Planning Petrol Filling Station — (St. Catherine) Development Order, 1964*, are revoked.

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 (Paragraphs 2 and 4)

Description of Boundaries

PART I.

ST. CATHERINE AREA DEVELOPMENT ORDER AREA

Starting at the centre line of the mouth of Bowers River at the Saint Catherine/Clarendon parish boundary; thence northerly along this river and the eastern boundary of the parish of Clarendon; 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 eastern boundary of the parish of Clarendon to a point where the St. Ann, Clarendon and Saint Catherine parish boundaries meet at the source of the Pedro River; thence generally north-easterly along the boundary between the parishes of St. Ann and Saint Catherine to the common corner between the parishes of St. Mary, St. Ann and Saint Catherine at Guys Hill; thence generally north-easterly to Windsor Castle; thence south-easterly to Pear Tree Grove and southerly along the boundary between the parishes of St. Mary and Saint Catherine to the common corner of the parishes of St. Mary, St. Andrew and Saint Catherine at Border; thence generally southerly along the common boundary between the parishes of Saint Catherine and St. Andrew to the intersection of the Fresh River and the west-bound lane of Mandela Highway; thence generally south-westerly along the Portmore Municipal boundary to where it meets an intersection leading into Portmore; thence southerly along that road to a point where the overhead bridge meets the Municipal Boulevard; thence south-westerly from this bridge to a point along Highway 2000 to an interval road; thence southerly along this interval road to a point along the railway line opposite the eastern boundary of Morris Meadows; thence east north-easterly along the railway line crossing the Municipal Boulevard to the level crossing Gregory Park Main Road; thence southerly along this main road to where it meets Passage Fort Drive at the petrol filling station; thence easterly along Passage Fort Drive to the Municipal Boulevard; thence south-westerly along the Municipal Boulevard to the drain at the junction of Bernard Lodge Main Road and Municipal Boulevard; thence south south-westerly along this drain running behind Monza and Daytona cane interval and San Down Park to the bridge at Port Henderson Road, thence west-north-westerly along the Braeton Road towards Dunbeholden to a point where the high tension wire crosses the Dunbeholden road at a sugar cane interval road which forms the northern boundary of the Salt Pond housing scheme, thence along the said road to its end; thence continuing from this point south-westerly in a straight line to the Campeachy gully at a point where it intersects with the north-north-westerly boundary of this property registered at Volume 1272 and Folio 747 and owned by the Ministry of Agriculture, thence westerly along this boundary to a reservoir, thence northerly in a straight line across the JPS high tension power line to a canal; thence north-westerly thence generally south-westerly to the edge of the edge of the Salt Island Pen mangrove, thence westerly to the Salt Island

FIRST SCHEDULE, *contd.*

Creek, thence southerly along Salt Island Creek to where it enters the sea at Galleon Harbour thence generally southerly along the coast to Cabarita Point thence generally in an easterly direction along the coast to Long Bay encompassing the mangroves through Manatee Bay, Old House Point, Polink Point, Wreck Point; thence generally north-easterly along the coast through Hellshire Point Half Moon Bay Hellshire Bay to Fort Clarence thence continuing generally northerly and north easterly along the coast to the easternmost point of Fort Augusta thence continuing in a westerly and north-easterly direction along the coastline to the midpoint of the bridge over Hunts Bay then east-south-easterly in a straight line for approximately 1.1 km; thence south-westerly in a straight line midway between apostles battery and port royal point for approximately 4.12 km; thence southerly in a straight line for approximately 3.91 km; thence south-easterly in a straight line for 3.56 km; thence southerly in a straight line to the territorial boundary; thence westerly along the territorial boundary to (point) at the Clarendon Parish Development Order boundary thence northerly along this boundary to the starting point including all off-shore islands, cays and man-made and natural accretions within the territorial waters.

PART II

LOCAL PLANNING AREAS IN SAINT CATHERINE AREA
DEVELOPMENT ORDER AREA*Spanish Town Local Planning Area*

Starting from a point where the Spanish Town/Bog Walk Main Road meets the Cow Market P.C.R; north-easterly and along this P.C.R. to where it meets the Rio Cobre near the Angels Phase II Housing Scheme; thence in a straight line to meet the North-South Highway reservation; thence south-easterly and along this reservation to where it meets the Mandela Highway; thence north-easterly along this highway to where it meets the Caymanas to Gregory Park Main Road; thence south-easterly along the Caymanas to Gregory Park Main Road to where it meets the Lakes Pen secondary road; thence south-westerly along this secondary road to where it meets the Highway 2000 (Toll Road); thence westerly along the Highway 2000 to the bridge where it crosses the Spring Garden river; thence northerly along this river to where it meets the bridge at the Old Harbour Main Road; thence north-easterly along the gully in a straight line to where it meets Jackson Road; north-westerly along Jackson Road to meet the Eleven Mile to Spanish Town secondary road at Byles; north-easterly along this secondary road to where it meets Taylor Avenue; north-easterly along Taylor Avenue to where it meets Taylor Road; south-easterly along Taylor Road for a short distance to where it meets a dirt road; north-easterly along this dirt road (also called Taylor Avenue) to where it meets Frazers

FIRST SCHEDULE, *contd.*

Boulevard; north-easterly and south-easterly along this boulevard to where it meets Christian Close; north-westerly along Christian Close to its end; north-easterly from this point in a straight line to meet the JPS Co. High Tension Line at a track leading to Red Pond P.C.R.; north-easterly along this high-tension line to a point opposite Strathmore Gardens Road; south-easterly from this point in a straight line to Strathmore Gardens Road to where it meets Melrose Avenue (factory road); north-easterly along this factory road to meet a track leading to the railway line; north-easterly along this track to meet the railway line; north-westerly along this railway line to where it meets Mellisa Crescent; south-easterly along Mellisa Crescent to meet the Spanish Town to Bog Walk Main Road; southerly along this main road for a short distance to meet Cow Market P.C.R. to the starting point.

Bog Walk/Linstead/Ewarton Local Planning Area

Starting at a point on the railway line to the southern boundary of Waite's property to where it meets Azzar Lane; thence north-easterly along Azzar Lane to where it meets the Princessfield to August Town Main Road; thence south-easterly and along the Princessfield to August Town Main Road to meet the Behering track; thence south-easterly along the Behering track and crossing the railway line to a point where it meets Riversdale to Bog Walk Main Road; thence south-easterly along West Prospect Road over the Rio Doro; thence south-westerly along West Prospect Road to its junction with the Old Cashew Walk P.C.R.; thence easterly along this P.C.R. to the Rio Doro; thence south-easterly and south-westerly along the Rio Doro to where it meets the Rio Pedro; thence westerly along the Rio Pedro to and along Rio Cobre to where it crosses the Spanish Town to Bog Walk Main Road; thence northerly along this main road to meet the Eleven Mile to Bog Walk Secondary Road; thence north-westerly along the Eleven Mile to Bog Walk Secondary Road to Palmer's Hut where it meets the McConnel Property Road; thence north-easterly along McConnel Property Road to where it crosses the Rio Cobre; thence north-westerly and along the Rio Cobre to where it meets a track leading to Deeside road (the road that forms the southern boundary of Dinthill Technical High School property); thence south-westerly along this track to the Rio Cobre; thence north-westerly and along the Rio Cobre to where it crosses the Bottom Banbury P.C.R. No. 5 at the bridge; thence south-westerly and along this P.C.R. for a short distance to its junction with Banbury Road (Big P.C.R. No. 6); thence north-westerly and along Banbury Road to where it meets the Victoria to Banbury Road; thence south-westerly then north-westerly along the Victoria to Banbury Road to where it meets the Jericho to Victoria Road in Victoria; thence north-westerly then north-easterly and along the Jericho to Victoria Road to where it meets the Jericho Road near Jericho Water Works; thence south-westerly and

FIRST SCHEDULE, *contd.*

along Jericho road to and along Jericho to Orangefield Road to meet Coghiel Road; thence north-easterly and along Coghiel Road to meet Lopez Road; thence north-westerly along Lopez Road to where it meets Waterloo Road at a point; thence north-easterly along Waterloo Road to meet the Ewarton to Lluidas Vale Secondary Road (Charlton Drive); thence easterly along this secondary road for a short distance to where it crosses a gully at Charlton Agriculture farm; thence north-westerly along this gully to where it meets Mountain Road; thence north-easterly along this road to where it meets the Ewarton to Moneague Main Road about 60 meters above the National Water Authority Reservoir; thence north-westerly and north-easterly along this main road to where it meets Old Mount Rosser (Bottom Ivy, P.C.R. No. 19) at the Wesleyan Methodist Church; thence north-easterly and south-easterly along the Old Mount Rosser Road through Bottom Ivy to where it meets McGrath Road (P.C.R. No. 25); thence south-easterly along McGrath Road to where it meets Hayfield Road; thence north-easterly along Hayfield Road to where it meets the new bauxite private road; thence northerly and along this bauxite road to the northern boundary of Charlemont; thence north-easterly and along this boundary to and along the southern boundary of Charlemont property to meet McGrath Road (P.C.R. No. 25); thence north-easterly and south-easterly along McGrath Road to where it meets Sterling Castle Road; thence from the intersection of the Sterling Castle and McGrath Road; thence northerly thence generally south-easterly north-easterly-north; thence easterly to Vanity Fair to Guys Hill Secondary Road; thence south-easterly along this secondary road to where it joins York Street; thence easterly and north-westerly to where York Street meets the Russell Pen Road; thence south-easterly along this road to where it meets Byndloss Road; thence easterly along Byndloss Road to where it meets a private road; thence southerly then westerly along this road to join Washington Drive; thence southerly along this road to where it meets Merlbourke Boulevard; thence easterly and north-easterly along this road to where it meets Rosemount Road; thence south-easterly and south-westerly along this road to a point where it joins a road leading to the roundabout at the Linstead Bypass Road; thence south-easterly along the bypass road to where it crosses the Commodore to Princessfield Road; thence south-westerly along this road to where it meets the railway line; thence south-easterly along the railway line back to the starting point.

Old Harbour/Old Harbour Bay Local Planning Area

Starting from a point where the Bartons to Old Harbour Secondary Road meets the Bannister Housing Scheme Road at the first entrance of Bannister Community; thence south-easterly and easterly along the Bannister Housing Scheme Road to its end; thence easterly in a straight line to meet the Coleburns Gully; thence

FIRST SCHEDULE, *contd.*

south-easterly along this gully to meet Thetford Parish Council Road (P.C.R.) at the fording; thence south-easterly along the Thetford P.C.R. to meet Rock Stone P.C.R.; thence north-easterly and along Rock Stone P.C.R. to meet the Gutters to Eleven Miles Secondary Road; thence north-easterly along this secondary road to where it meets Innswood Estate southern boundary; thence easterly along this southern boundary of the Innswood Estate to where it meets the Rio Cobre Irrigation Canal in Gutters; thence south-westerly along the canal to where it meets the Old Harbour to Spanish Town Main Road; thence north-easterly along this main road to where it meets the Amity Hall Road; thence south-easterly along the Amity Hall Road to where it crosses the railway line; thence south-westerly along the railway line to the bridge at Church Pen Gully; southerly along this gully to where it meets the Stony Gully; thence south-easterly along this gully to the sea coast; thence south-westerly and along the sea coast to where the Bowers Gully enters the sea; thence north-easterly and along this gully to where it crosses Bay Bottom Road; thence westerly along Bay Bottom Road (approximately 1 kilometer) to where it meets a track; northerly and along this track for approximately 1 kilometer to where it meets a canal; thence easterly along this canal to where it meets an estate road; thence northerly along this estate road crossing the railway line to where it meets the May Pen to Old Harbour Main Road; thence easterly along this main road to where it meets the Bowers Gully; thence northerly along this gully to where it meets an estate road in Lennansville; thence south-westerly along this estate road crossing the Bowers River to where it meets the Saint Catherine/Clarendon Parish Boundary; thence northerly along the parish boundary to where it crosses the Bowers River; thence easterly in a straight-line to meet a track; thence northerly along this track to where it meets the Bellas Gate to Old Harbour Main Road; thence south-easterly along the Bellas Gate to Old Harbour Main Road for approximately 500 meters to where it meets the northern property boundary of lot (valuation—18805004); thence north-easterly along this property where it crosses a tributary; thence northerly along the eastern boundary of lot (valuation—18805005) to where it meets the western property boundary of lot (valuation—18805501005); thence easterly along this property boundary to the starting point where the Bellas Gate to Old Harbour Secondary Road meets the Bartons to Old Harbour Secondary Road.

Guys Hill Local Planning Area

Starting at a point where the Black Stonedged Secondary Road intersects the Saint Catherine and St. Ann parish boundary; thence southerly along this secondary road to a point where it meets the Old Moreland Road; thence south-westerly along this road to where it meets Lime Hall Road; thence north-easterly along this

FIRST SCHEDULE, *contd.*

road to a point where it meets the southern boundary of property registered at volume 234 folio 27; thence easterly and along this property boundary and the adjoining property boundary registered at volume 234 folio 45; thence north-easterly then northerly along the property boundary registered at volume 27 folio to a point where it meets a gully; thence easterly and north-easterly along this gully to a point where it meets the boundary of property registered at Land Valuation 09004020035; thence southerly then north-easterly along the property boundary registered at Land Valuation 09004020073; thence south-easterly along property boundaries registered at 09004002001, 09004002145 and 09004002002 to a point where it meets Ragsville P.C.R.; thence southerly for a short distance along this road to a point where it meets a southern property boundary registered at Land Valuation 09004004005; thence easterly along this boundary to where it meets the southern boundaries of lots registered at 09004004006, 09004004, 09004004004, 09004004009, 09004004011, 09004004012 and one lot deep at Bongo Lane to a point where it meets Muse Road; thence south-easterly along this road to a point where it meets a track; thence north-easterly along this track to a point where the track meets the southern boundary of property registered at Land Valuation 09004007058; thence along this property boundary to a point on a track; thence north-easterly along this track to a point on another track; thence northerly then easterly along this track to its end where it meets the southern property boundaries registered at Land Valuation 09004007076, 09004007077, 09004007078, 09004007166 and 09004007081 to a point where it meets a gully; thence north-easterly along this gully to a point where it meets the Guys Hill to Windsor Castle Secondary Road; thence north-westerly and westerly along this secondary road to a point where it meets the Hartlands Road; thence northerly along this road to where it meet the Saint Catherine/St. Mary Parish boundary; thence south-westerly along this parish boundary to where it meets the Gayle to Guys Hill Main Road; thence south-westerly along the Catherine and St. Ann parish boundary to the starting point.

Lluidas Vale Local Planning Area

Starting from the point where the Crofts Hill to Lluidas Vale Secondary Roads meets the Point Hill to Lluidas Vale Secondary Road; thence south-easterly along the Point Hill to Lluidas Vale Secondary Road to where it crosses the Murmuring Brook; thence south-westerly and along Murmuring Brook to where it meets Capture Land Road; thence south-westerly and along Capture Land Road to where it meets the Lluidas Vale to Pennington Road (PCR 24) at the intersection with Union Parish Council Road (P.C.R.); thence south-westerly and along Union P.C.R.

FIRST SCHEDULE, *contd.*

to where it meets a track; thence south-westerly along this track to meet Barnes Pen Hill; thence north-westerly and along the foot of Barnes Pen Hill to where it meets the boundary of the Lluidas Vale Camp Lands; thence north-westerly to a point at the end of a track; thence northerly from this point to a point where it intersects the Lluidas Vale to Crofts Hill Secondary Road; thence south-easterly along this road to a point where the subdivision property boundary meets the Worthy Park property boundary; thence south-easterly along the Worthy Park property boundary to where it meets the Crofts Hill to Lluidas Vale Secondary Road at the church boundary; thence northerly along this road to the starting point.

Riversdale Local Planning Area

Starting from a point where the Crawle to Riversdale P.C.R. crosses the railway line; thence north-easterly along the railway line to where Big Wood track meets this line thence northerly along this track; thence southerly and northerly to where the track meets Top Hill P.C.R. (P.C.R. No. 76); thence south-easterly along this P.C.R. through Coconut Walk to where it meets the Coconut Walk Road; thence easterly along Coconut Walk Road to the Rio Magno to Riversdale Secondary Road; thence northerly along this secondary road to where it meets the Side Hill Track; thence south-easterly along this track to where it meets Crongon Road from Harewood at Hampshire; thence north-easterly along Crongon Road to where it meets the railway line near Harewood Halt; thence north-easterly along the railway line to where it meets Newport Road (P.C.R. No 45A) near a school; thence southerly along Newport Road to where it meets the Riversdale to Troja Secondary Road; thence south and south-westerly along this secondary road to where it crosses the Rio Doro at the Natural Bridge; thence south-westerly along the Rio Doro to a point in the vicinity of the Riversdale to Troja Main Road; thence southerly along this road for a short distance; thence westerly in a straight line through Crawle Halt to the railway line; thence north-easterly along this line to the starting point.

Above Rocks Local Planning Area

Starting from the point where the Glengoffe/Zion Hill Secondary Road meets Mount Matthews Road; thence south-easterly along Mount Matthews Road to where it crosses the Cassava River at the parish boundaries of Saint Catherine at St. Andrew; thence south-westerly and along this river to the confluence of the Rio Pedro at the Saint Catherine and St. Andrew parish boundaries; thence south-westerly and along the Rio Pedro and along a track at the Saint Catherine and St.

FIRST SCHEDULE, *contd.*

Andrew parish boundaries to a point where it meets the Parks Road and St. Christopher Secondary Road; thence south-westerly from this point, opposite the Alman Hill Pentecostal Church along the Saint Catherine and St. Andrew parish boundary to where it meets the Rock Hall and Parks Road Secondary Road; thence north-westerly along this secondary road to where it meets the White Hall track at a deep bend; thence north-westerly along this track to where it meets the Golden River; thence north-westerly and along this river to where it crosses the Golden River property boundary; westerly and along this property boundary to where it meets a tributary of the Golden River; thence north-easterly along this tributary to where it enters the Golden River; thence north-westerly and along the Golden River to where it meets a track leading to Zion Hill to Parks Road Secondary Road; thence northerly along this track to meet the Zion Hill to Parks Road Secondary Road; thence north-westerly and along this secondary road to meet the Zion Hill to Glengoffe Secondary Road; thence north-easterly and along the Zion Hill to Glengoffe Secondary Road to the starting point.

Glengoffe Local Planning Area

Starting from a point where the Glengoffe to Zion Hill Secondary Road meets the St. Faith's Parish Council Road (P.C.R.); thence north-westerly along St. Faith's P.C.R. to where it meets Buckfield P.C.R.; thence north-westerly along Buckfield P.C.R. to where it meets Chesterfield track; thence north-easterly and south-easterly along this track to meet Mount Florence P.C.R.; thence north-easterly and along Mount Florence P.C.R. to where it meets Grateful Hill P.C.R.; thence north-westerly along Grateful Hill P.C.R. to where it meets Nottingham Road; thence north-westerly along Nottingham Road to where it meets the Williamsfield to Glengoffe Secondary Road at a water tank at Goffe Spring; thence north-easterly and along this secondary road for a short distance to where it meets Goffe Road (P.C.R. No. 47); thence north-westerly and along Goffe Road to where it meets Goffefield Track; thence north-easterly and along Goffefield Track to where it meets Lucky Hill to Glengoffe P.C.R.; thence northerly and along this P.C.R. through August Town to where it meets the St. Mary and Saint Catherine parish boundary at Lucky Hill; thence south-easterly, north-easterly and along this parish boundary to meet the Saint Catherine and St. Andrew parish boundary, north of the Mount Charles Post Office; thence southerly along the Saint Catherine and St. Andrew parish boundary to where it meets the Sweet Home Bridle Track, east of the Seventh-Day Adventist Church; thence south-westerly along this track to meet Double Elbow Bridle Track; thence southerly and along the Double Elbow track crossing the Cassava River to where it meets the Glengoffe to Lawrence Tavern Secondary Road; thence south-westerly along this secondary road for a short distance to where it meets Bullet Tree Road at Bullet Tree; thence southerly along Bullet Tree Road to meet a track

FIRST SCHEDULE, *contd.*

at Red Gap; thence south-westerly along this track to where it meets Mount Matthews Road; thence north to westerly along Mount Matthews Road to where it meets the Glengoffe to Zion Hill Secondary Road; thence south-westerly along this secondary road to the starting point.

Point Hill Local Planning Area

Starting from a point where a track intersects the Pusey to Duxes Parish Council Road (P.C.R.); thence south-easterly along this road to meet the Point Hill to Lluidas Vale Secondary Road in Duxes; thence south-easterly along this secondary road to where it meets Fairfield Road; thence north-easterly and along Fairfield Road to where it meets a track; thence north-easterly and south-easterly along this track to where it meets Bonner Road; thence south and south-easterly along this track; thence south, south-easterly then south along this track to a point where it meets Junction to Barnwood Road; thence easterly along this road to a point where it meets the property registered at Valuation Number (LV) — 14904007013 of the Register Book of Titles; thence south-westerly in a straight line to a point where it meets the Junction to Mendez Hill PCR; thence southerly along this road to where it meets the Brown's Town to Mendez Hill PCR; thence westerly-south-westerly along this road to a point where it meets the Point Hill to Eleven Mile Secondary Road; thence north-westerly along this road to a point where it meets a property boundary; thence southerly to a gully then westerly along this gully to where it meets Lookout Road; thence north-westerly along this road to a point where it meets the Kentish to Point Hill P.C.R.; thence south-westerly along this P.C.R. to where it meets Bagidy Track; then north-easterly and along Bagidy Track to where it crosses the Murmuring Brook; thence north-westerly and along this Brook to where it meets a track leading to the Snake Hill P.C.R.; thence north-westerly along this track to the Snake Hill P.C.R.; thence north-westerly along the Snake Hill P.C.R. to where it meets Pusey P.C.R. 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.

Where permission is granted for development of any specified class the authority or the local planning authority may direct that permission shall not apply either to development in any particular area or in relation to any particular development.

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 not the display of coffins and storing of bodies;
- (h) for the display of good for sale;
- (i) for the hiring out of domestic or personal goods or articles;
- (j) for the washing or cleaning of clothes or fabrics on the premises except for dry cleaning;
- (k) for the reception of goods to be washed, cleaned or repaired where the sale, display or services is to visiting members of the public except for dry cleaning; or
- (l) as an internet café.

Class 2 — *Financial and Professional Services*

Use for the provision of:—

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

SECOND SCHEDULE, *contd.*Class 3 — *Restaurants and Cafes*

Use for the sale of food or drink for consumption on the premises including 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 Take-aways*

Use for the sale of hot food for consumption off the premises including pizza shops and 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) for research and development of products or processes; or
- (c) for any light industrial process being a use which can be carried out in any residential area without detriment to the amenity of that area by reason of noise, visual appearance, vibration, smell, fumes, smoke, soot, ash, dust or grit.

Class 7 — *General Industry*

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

Class 8 — *Storage or Distribution*

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

Class 9 — *Hotels*

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

Class 10 — *Residential Institutions*

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

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 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

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— <ul style="list-style-type: none">(a) the cubic content of the resulting building would exceed the cubic content of the original dwelling house—<ul style="list-style-type: none">(i) in the case of a terrace house or a town house by more than 50 cubic meters 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—<ul style="list-style-type: none">(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 highway;
 - (d) the part of the building enlarged, improved or altered would be within 1.5 metres of the boundary of the curtilage of the dwelling house and would exceed 3.6 metres in height;
 - (e) the total area of ground covered by buildings within the curtilage (other than the original dwelling house) would exceed 50% of the total area of the curtilage (excluding the ground area of the original dwelling house);
 - (f) it would consist of or include the installation, alteration or replacement of a satellite antenna;
 - (g) it would consist of or include an erection of a building within the curtilage of a listed building; or
 - (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.
- Conditions
 - A.3 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

 THIRD SCHEDULE, *contd.*

than 1.7 metres above the 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 purpose of calculating the cubic content.

CLASS B

Permitted
development

B

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

Development
not permitted

B. 1

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;

THIRD SCHEDULE, *contd.*

- (c) it would increase the cubic content of the dwelling house by more than 40 cubic metres, in the case of a town house or terrace house or 50 cubic metres in any other case;
- (d) the cubic content of the resulting building would exceed the cubic content of the original dwelling house—
 - (i) in the case of a terrace house or town house by more than 50 cubic metres or 10% whichever is the greater;
 - (ii) in any other case, by more than 70 cubic metres or 15%, whichever is the greater; or
 - (iii) in any case, by more than 115 cubic metres.
- (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.

 THIRD SCHEDULE, *contd.*

- (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 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 permitted if it would result in a material alteration to the shape of the dwelling house. |
| Condition | C. 2 | Development is permitted by Class C subject to the following conditions:— |
| | (a) | any window located on a roof slope forming a side elevation to a building should be glazed or non-opening to a height of not less than 1.7m above the floor level of the room which it is installed. |

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 of the structure would be within 15.54 metres of any boundary of the curtilage of the dwelling house to 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 |
|-----------------------|----|--|

THIRD SCHEDULE, *contd.*

enjoyment of the dwelling house as such, or the maintenance, improvement or other alteration of such a building or enclosure.

Development not permitted	E. 1	Development is not permitted if—
		<ul style="list-style-type: none"> (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— <ul style="list-style-type: none"> (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 and any part of it would be within 5 metres of any part of the dwelling house; (d) The height of that building or enclosure would exceed— <ul style="list-style-type: none"> (i) 3.66 metres, in the case of a building with a ridged roof; or (ii) 3 metres, in any other case; (e) the total area of ground covered by buildings or enclosures within the curtilage (other than the original dwelling house) would exceed 50% of the total area of the curtilage (excluding the ground area of the original dwelling house); or (f) in the case of land within the curtilage of a listed building, it would consist of the provision, alteration or

THIRD SCHEDULE, *contd.*

improvement of a building with a cubic content greater than 10 cubic metres.

Interpretation of Class E E. 2

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

CLASS F

Permitted development

F.

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

CLASS G

Permitted development

G

The installation, alteration or replacement of a satellite antenna on a dwelling house or within the curtilage of a dwelling house.

Development not permitted

G 1

Development is not permitted if—

- (a) the size of the antenna (excluding any projecting feed element, reinforcing rim, mounting and brackets) when measured in any dimension would exceed—
 - (i) 45 centimetres in the case of an antenna to be installed on a chimney;
 - (ii) 70 centimetres in any other case;
- (b) the highest part of an antenna to be installed on a roof or a chimney would, when installed, exceed in height—
 - (i) in the case of an antenna to be installed on a roof, the highest part of the roof;

THIRD SCHEDULE, *contd.*

- (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 minimize its effect on the external appearance to the building; (b) an antenna no longer needed for the reception or transmission of microwave radio energy shall be removed as soon as reasonable practicable. |
- | | | |
|--------------------------|----|--|
| Interpretation of Part 1 | 1. | <p>For the purposes of Part 1—</p> <p>“existing building” means the dwelling house as enlarged, improved or altered, taking into account any enlargement, improvement or alteration to the original dwelling house, whether permitted by this part or not.</p> |
|--------------------------|----|--|

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 | <p>Development is not permitted if—</p> <ul style="list-style-type: none"> (a) the height of any gate, fence wall or means of enclosure erected or constructed adjacent to a highway used by vehicular traffic would, after the carrying out of the development, exceeds 1.22 metre above ground level; |

THIRD SCHEDULE, *contd.*

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

CLASS B

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

CLASS C

- | | | |
|---------------------------|------|---|
| Permitted development | C. | The painting of the exterior of any building or work. |
| Development not permitted | C. 1 | Development is not permitted where the painting is for the purpose of advertisement, announcement or direction. |
| Interpretation | C. 2 | In class C “painting” includes any application of colour. |

General Note: This part grants planning permission for minor operations in relation to walls and enclosures, and means of access. There is some overlap with Pt. 1 which permits the erection of buildings and enclosures, but is limited to dwelling-house curtilages. Rights under this Part are not so limited.

THIRD SCHEDULE, *contd.*

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.
- 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 isf 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
 - (b) the wall on which the development » was mounted or the land on which it was set be reinstated to its original condition.
- E. The installation, alteration or replacement on a building of a closed circuit television camera to be used for security purposes.
- E. I 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;

THIRD SCHEDULE, *contd.*

- (c) any of 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:—

- (i) 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
- (ii) the camera is removed as soon as it is no longer required for security purposes.

Interpretation
of Class E

E. 3 For the purposes of Class E—

“camera”, except in paragraph E.I (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.

THIRD SCHEDULE, *contd.*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— <ul style="list-style-type: none">(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 as may be required in connection with the operation of any public service administered by them. |
|-----------------------|----|--|

CLASS B

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

THIRD SCHEDULE, *contd.*

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|------------------------------|------|--|
| 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 for speed and practicing for these activities, and the provision on the land of any moveable structure for the purposes of the permitted use. |
|--------------------------|----|---|

- | | | |
|------------------------------|------|---|
| Development
not permitted | B. 1 | Development is not permitted if— |
| | | (a) the land in question is a building or is within the curtilage of a building; or |
| | | (b) the land is, or is within, an area of special scientific interest and the use of the land is for— |
| | | (i) motor car and motor cycle racing or other motor sports; |
| | | (ii) clay pigeon shooting; |
| | | (iii) any war game. |

THIRD SCHEDULE, *contd.*

Interpretation of Class B	B. 2	“war game” means an enacted, mock or imaginary battle conducted with weapons which are designed not to injure (including smoke bombs, or guns or grenades which fire or spray paint or are otherwise used to mark other participants), but excludes military activities or training exercises organised by or with the authority of the Jamaica Defence Force.
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CLASS C

Permitted Development	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.
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Development not permitted	C. 1	Development is not permitted if:— <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
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Conditions	C. 2	Development is permitted subject to the condition of that:— <ul style="list-style-type: none"> (a) any 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.
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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.
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PART 4A—*Non-domestic Extensions and Alterations*

CLASS A

Permitted Development	A	The extension or alteration of a shop, financial or professional service establishment.
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 THIRD SCHEDULE, *contd.*

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.
Conditions	A. 2	Development is permitted subject to the following conditions:— <ul style="list-style-type: none"> (a) any alteration is at ground floor level only; or (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.
Interpretation	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.

CLASS B

Permitted Development	B.	The extension or alteration of an office building.
Development not permitted	B. 1	Development is not permitted if— <ul style="list-style-type: none"> (a) the gross floor space of the original building would be exceeded

THIRD SCHEDULE, *contd.*

			by more than 50% or 100 square metres (whichever is lesser);
		(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;
		(c)	Any part of the development other than an alteration would be within 5 metres of the curtilage of the premises.
Conditions	B. 2	Development is permitted subject to the following:—	
		(a)	any office building as extended or altered be used only for a purpose related to that building; and
		(b)	any alteration is at the ground floor level only.
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. I	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

 THIRD SCHEDULE, *contd.*

- (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. I 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;
- (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.

THIRD SCHEDULE, *contd.*

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.
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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. I	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.

CLASS F

Permitted Development	F.	The erection, extension or alteration of a school, college, university or hospital.
Development not permitted	F. I	Development is not permitted:— <ul style="list-style-type: none"> (a) if the cumulative gross floor space of any building erected, extended or altered would exceed— <ul style="list-style-type: none"> (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

THIRD SCHEDULE, *contd.*

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
- (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) 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.

THIRD SCHEDULE, *contd.*

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 Development on units 2.0 hectares or more.

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

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

Development not permitted A.1 Development is not permitted if—

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

THIRD SCHEDULE, *contd.*

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

Conditions

A. 2

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

- (a) where development is carried out within 400 metres of the curtilage of a protected building, any building, structure, excavation or works resulting

THIRD SCHEDULE, *contd.*

from the development shall not be used for the accommodation of livestock except in the circumstances described in paragraph D.3 or for the storage of slurry or sewage sludge;

- (b) where the development involves—
 - (i) the extraction of any mineral from the land; or
 - (ii) the removal of any mineral from a mineral-working deposit, the mineral shall not be moved off the unit;
- (c) Waste materials shall not be brought onto the land from elsewhere for deposit except for use in works described in Class A (a) or in the creation of a hard surface and any materials so brought shall be incorporated forthwith into the building or works in question.

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

- (i) the erection, extension or alteration of a building;
- (ii) the formation or alteration of a private way;
- (iii) the carrying out of excavations of the deposit of waste material (where the relevant area, as defined in paragraph D.4 below exceeds 0.5 hectares); or
- (iv) the placing or assembly of a tank in any waters is permitted by Class A subject to the following conditions—
 - (a) the developer shall, before beginning the development, apply to the local

THIRD SCHEDULE, *contd.*

planning authority for a determination as to whether the prior approval of the authority will be required for the siting, design and external appearance of the building, the siting and means of construction of the private way, the siting of the excavation or deposit or the siting and appearance of the tank, as the case may be;

- (b) the application shall be accompanied by a written description of the proposed development and of the materials to be used and a plan indicating the site;
- (c) the development shall not be begun before the occurrence of one of the following—
 - (i) the receipt by the applicant from the local planning authority of a written notice of their determination that such prior approval is not required;
 - (ii) where the local planning authority gives the applicant notice within 28 days following the date on which the 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;

(iii) the expiry of 28 days following the date on which the application was received by the local planning authority without the local planning authority making any determination as to whether such approval is required or notifying the applicant of their determination;

(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

THIRD SCHEDULE, *contd.*

- from the date on which
the local planning
authority gave the
notice to the applicant;
- (d) (ii) the applicant shall not be
treated as not having
complied with the
requirements of sub-
paragraph (i) if the site
notice is, without any fault
or intention of his,
removed, obscured or
defaced before the period
of 21 days referred to in
that sub-paragraph has
elapsed, if he has taken
reason-able 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 ap-
proval is required,
in accordance
with the details
approved;
- (ii) where prior ap-
proval is not re-
quired, in accor-
dance with the
details submitted
with the applica-
tion; and
- (f) the development shall be
carried out—
- (i) where approval
has been given
by the local

THIRD SCHEDULE, *contd.*

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

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

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

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

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;

THIRD SCHEDULE, *contd.*

- (e) the creation of a hard surface;
- (f) the deposit of waste; or
- (g) the carrying out of any of the following operations in connection with fish farming, namely repairing ponds and raceways; the installation of grading machinery, aeration equipment or flow meters and any associated channel; the dredging of ponds; and the replacement of tanks and nets, where the development is reasonably necessary for the purposes of agriculture within the unit.

Development
not permitted

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

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

THIRD SCHEDULE, *contd.*

(otherwise than by the removal of silt)
in the size of any tank or pond in
which fish may be kept.

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

- (a) the height of any building would be increased;
- (b) The cubic content of the original building would be increased by more than 10 percent.
- (c) any part of any new building would be more than 30 metres from the original building;
- (d) the development would involve the extension, alteration or provision of a dwelling;
- (e) any part of the development would be carried out within 5 metres of any boundary of the unit; or
- (f) the ground area of any building extended by virtue of this Class would exceed 465 square metres.

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

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

THIRD SCHEDULE, *contd.*

	B. 4	Development is not permitted by Class B (e) if the area to be covered by the development would exceed 465 square metres calculated as described in paragraph D.2 below.
Conditions	B. 5	Development permitted by Class B and carried out within 400 metres of the curtilage of a protected building is subject to the condition that any building which is altered, or any works resulting from the development, shall not be used for the accommodation of livestock except in the circumstances described in paragraph D.3 or for the storage of slurry or sewage sludge.
	B. 6	Development is permitted by Class B (f) subject to the following conditions— <ul style="list-style-type: none"> (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.

THIRD SCHEDULE, *contd.*

Interpretation of Part 5 D. 1 For the purposes of Part 5—

“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;

“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;

THIRD SCHEDULE, *contd.*

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

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

D. 2 For the purposes of this Part—

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

D. 3 The circumstances referred to in paragraph A.2(1) (a) and B. 5 are that no other suitable building or structure, 400 metres or more from the curtilage of a protected building, is available to accommodate the livestock; and

- (a) that the need to accommodate it arises from—
 - (i) a quarantine requirement;
 - (ii) an emergency due to another building or structure in which the livestock could otherwise be accommodated being unavailable because it has

THIRD SCHEDULE, *contd.*

been damaged or
destroyed by fire, flood or
storm; or

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

(i) because they are sick or
giving birth or newly born;
or

(ii) to provide shelter against
extreme weather condi-
tions.

- 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; or

THIRD SCHEDULE, *contd.*

- (e) the name and address of the local planning authority and which is signed and dated by or on behalf of the applicant.

D. 5 For the purpose of Class B—

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

D. 6 In Class C, “the purposes of agriculture” include fertilizing land used for the purposes of agriculture and the maintenance, improvement or alteration of 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;

THIRD SCHEDULE, *contd.*

- | | | |
|---------------------------|---------|---|
| | | (d) other operations (not including engineering or mining operations). |
| Development not permitted | A.1 | Development is not permitted if— |
| | | (a) it would consist of or include the provision or alteration of a dwelling; |
| | | (b) the height of any building or works within 3 kilometres of the perimeter of an aerodrome would exceed 3 metres in height; or |
| | | (c) any part of the development would be within 15.24 metres of the metalled portion of a trunk or classified road. |
| Conditions | A. 2(1) | Subject to paragraph (3), development consisting of the erection of a building or the (extension or alteration) of a building or the formation or alteration of a private way is permitted by Class A subject to the following conditions— |
| | | (a) the developer shall, before beginning the development, apply to the local planning authority for a determination as to whether the prior approval of the authority will be required in respect to the siting, design and external appearance of the building or, as the case may be, the siting and means of construction of the private way; |
| | | (b) The application shall be accompanied by a written description of the proposed development, the materials to be used and a plan indicating the site; |
| | | (c) the development shall not be begun before the occurrence of one of the following— |
| | | (i) the receipt by the applicant from the local planning authority of a written notice of their determination that such prior approval is not required; |

THIRD SCHEDULE, *contd.*

- (ii) where the local planning authority gives the applicant notice within 28 days following the date of receiving the application of their determination that such prior approval is required, the giving of such approval;
 - (iii) the expiry of 28 days following the date on which the application was received by the local planning authority without the local planning authority making any determination as to whether approval is required or notifying the applicant of their determination;
- (d)
 - (i) where the local planning authority gives the applicant notice that such prior approval is required the applicant shall display a site notice by site display on or near the land on which the proposed development is to be carried out, leaving the notice in position for not less than 21 days in the period of 28 days from the date on which the local planning authority gave the notice to the applicant;
 - (ii) the applicant shall not be treated as not having complied with the requirements of sub-paragraph (i) if the site notice is, without any fault or intention of his, removed, obscured or defaced before the period of 21 days referred to in

THIRD SCHEDULE, *contd.*

that sub-paragraph has elapsed,
if he has taken reasonable steps
for its protection and, if need be,
replacement;

- (e) the development shall, except to the extent that the local planning authority otherwise agree in writing, be carried out—

- (i) where prior approval is required, in accordance with the details approved;
- (ii) where prior approval is not required, in accordance with the details submitted with the application;

- (f) the development shall be carried out—

- (i) where approval has been given by the local planning authority, within a period 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

THIRD SCHEDULE, *contd.*

alteration of the building where the cubic content of the original building would be exceeded by more than 10 percent or the height of the building as extended or altered would exceed the height of the original building.

“site notice” means a notice containing—

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

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).

THIRD SCHEDULE, *contd.*

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

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

General Note:	Works for the purpose prescribed in this part do not require planning permission if undertaken by local authorities and statutory undertakers, by virtue of the 1957 Act S.5 (2)(c). This Part grants planning permission for cases where the works are to be carried out by others.
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PART 9—*Aviation Development*

CLASS A

Development at an airport.

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|-----------------------|----|--|
| 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. |
|-----------------------|----|--|

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|---------------------------|-----|--|
| Development not permitted | A.1 | Development is not permitted by Class A if it would consist of or include— |
|---------------------------|-----|--|

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|-----|--|
| (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; |

THIRD SCHEDULE, *contd.*

		(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 any development, unless that development falls within the description in paragraph A.3(2).
Interpretation of Class A	A. 3	<p>(1) For the purposes of paragraph A. 1 floor space shall be calculated by external measurement and without taking account of the floor space in any pier or satellite.</p> <p>(2) Development falls within this paragraph if—</p> <p>(a) it is urgently required for the efficient running of the airport; and</p> <p>(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.</p>
Class B		Air navigation development at an airport.
Permitted development	B.	<p>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—</p> <p>(a) the provision of air traffic control services;</p> <p>(b) the navigation of aircraft using the airport; or</p> <p>(c) the monitoring of the movement of aircraft using the airport.</p>

THIRD SCHEDULE, *contd.*

Class C		Air Navigation development near an airport.
Permitted development	C.	<p>The carrying out on operational land outside but within 8 Kilometres of the perimeter of a relevant airport by a relevant airport operator or its agent, of development in connection with—</p> <ul style="list-style-type: none"> (a) the provision of air traffic control services; (b) navigation of aircraft using the airport; or (c) the monitoring of the movement of aircraft using the airport.
Development not permitted	C. 1	<p>Development is not permitted by Class C if—</p> <ul style="list-style-type: none"> (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.	<p>The carrying out by the Civil Aviation Authority or its agents, within the perimeter of an airport at which the Authority provides air traffic control services, of development in connection with—</p> <ul style="list-style-type: none"> (a) the provision of air traffic control services;

THIRD SCHEDULE, *contd.*

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

THIRD SCHEDULE, *contd.*

period of 6 months beginning with the date on which the use began, the use shall cease, and any apparatus shall be removed, and the land shall be restored to its condition before the development took place, or to any other condition as may be agreed in writing between the local planning authority and the developer.

Class G

Development by the Civil Aviation Authority for air traffic control etc.

Permitted development

G. The use of land by or on behalf of the Civil Aviation Authority to provide service and facilities in connection with—

- (a) the provision of air traffic control services;
- (b) the navigation of aircraft; or
- (c) the monitoring of aircraft; and the erection or placing of moveable structures on the land for the purpose of that use.

Condition

G. 1 Development is permitted by Class G subject to the condition that, on or before the expiry of the period of 6 months beginning with the date on which the use began, the use shall cease, and any structure shall be removed, and the land shall be restored to its condition before the development took place, or to any other condition as may be agreed in writing between the local planning authority and the developer.

Class H

Development by the Civil Aviation Authority for surveys, etc.

Permitted development

H. The use of land by or on behalf of the Civil Aviation Authority for the stationing and operation of apparatus in connection with the carrying out of surveys or investigations.

Condition

H. 1 Development is permitted by Class H subject to the condition that, on or before the expiry of the

THIRD SCHEDULE, *contd.*

period of 6 months beginning with the date on which the use began, the use shall cease, and any apparatus shall be removed, and the land shall be restored to its condition before the development took place, or to any other condition as may be agreed in writing between the local planning authority and the developer.

Class J

Use of airport buildings managed by relevant airport operators.

Permitted development

J.

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

Interpretation of Part 9

K.

For the purpose of Part 9—

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

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

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

General Note:

This Part grants permission for development by:

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

THIRD SCHEDULE, *contd.*PART 10—*Telecommunications Operations*

CLASS A

Permitted development	A.	<p>The carrying out of the proper design and siting of Telecommunications Network—</p> <ul style="list-style-type: none"> (a) most conventional television aerials and their mounting or poles. Many of the smallest antenna systems that may be covered by the normal principle of de minimis and/or may not have a material effect on the external appearance of the building on which they may be installed; (b) apparatus such as radio masts which is being installed on the ground not exceeding a height of 15 meters (45ft) above ground level or the height of any apparatus which it replaces whichever is greater but not including antennae installed on radio masts; (c) satellite antennae except when precluded in any Development Order.
Development not permitted	A.1	<p>Development not permitted by Class A.</p> <ul style="list-style-type: none"> (a) Cellular towers/masts and mono poles that are being placed in residential areas, schools and hospitals; (b) the cellular tower/mast and mono poles that are being located in areas of scenic beauty, protected buildings, national monuments, conservation and or protected areas and sites protected under the Jamaica National Heritage Trust Act and the Town and Country Planning Act.
Conditions	A. 2	<p>Development is permitted by Class A subject to the following conditions—</p> <ul style="list-style-type: none"> (a) an antenna installed on a building shall, so far as practicable, be sited so as to

THIRD SCHEDULE, *contd.*

minimize its effect on the external appearance of the building;

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

FOURTH SCHEDULE

(Paragraphs 8,
12 and 13)

NOTICES

FORM A

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

Your application dated _____
(insert date)

for development at _____
(insert address)

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

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

FORM B

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

To be Endorsed on Notices of Decision

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

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

FOURTH SCHEDULE, *contd.*

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

FORM C

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

Name of Applicant: _____

Address: _____

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

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

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

FIFTH SCHEDULE (Paragraphs 16 and 23)

The Plan

The plan covers the Development Order Area and sets out the objectives and policies which should guide development in the entire Order Area.

In addition there are areas which, because of their nature, have been given individual treatment. Although there are others, these have been selected based upon previous studies and their importance in the Order Area. Others could be included at a later date if warranted by their growth and importance.

SECTION 1—*The Planning Framework*

STATEMENTS

St. Catherine Area Development Order Area

Saint Catherine Parish is located in south east Jamaica. It is located in the county of Middlesex at latitude 18° 152" N and longitude 77° 12" W, and is ranked fourth among the island's largest parishes. It is bordered by Clarendon to the west, St. Ann and St. Mary to the north and St. Andrew to the east. The proposed development order area is outlined in the First Schedule and is delineated on Map 1. This development order area excludes the Municipality of Portmore which will have a development order of its own.

HISTORY

Saint Catherine, originally spelt Saint Katherine, was a small parish formed in 1534 during the reign of the Spanish colonists in Jamaica. However, in the year 1655 Jamaica was captured by the English settlers, who in 1867 delineated the present boundaries of the parish.

During the pre-modernization period, the Saint Catherine Area Development Order Area was inhabited by the Tainos and later by the Spanish and English immigrants. These individuals collectively over time colonised in several towns, namely Spanish Town which was the island and consequently the parish capital, Old Harbour and Old Harbour Bay, all of which are presently some of the most populated growth centres in the parish.

Spanish Town, as previously mentioned was the main administrative hub for all trade and commerce in the parish. Along with other towns, it was modelled to replicate English architecture and urban designs. This included the gridiron urban design which can be found in many growth centres throughout the parish.

The development order area is home to Jamaica's Emancipation Square (the only Georgian square in the island), a castle (Colbeck Castle in Old Harbour), numerous memorials, the national archives and some of the oldest buildings in the island.

FIFTH SCHEDULE, *contd.*

DEMOGRAPHY

Population Size and Growth

The development order area, at a population of 334,065 persons accounted for approximately 12.4 percent of Jamaica's total population in 2011. Over the 20 years between 1991 and 2011, the development order area has experienced an overall growth rate of 0.007 percent which would result in a doubling of the population of the development order area every 94 years.

Other areas within the development order area that experienced significant population growth during the period (1991 – 2011) are: Bog Walk—Ewarton—Linstead, Old Harbour and Old Harbour Bay.

The population of the development order area is projected to stand at 473,483 persons in 2061.

Population Composition

In 2011 females accounted for 50.51 percent or (168,753) of the total enumerated population of the development order area representing an increase of approximately 1.02 percent from the 2001 figures. In 2011, the male population stood at 165 753 persons. In the 2011 census, 29.8 percent of the population was indicated to be below the age of fifteen, 7.3 percent over the age of sixty-five and 62.9 percent within the 15–64 age group.

NATURAL RESOURCES

Minerals

The development order area has significant reserves of sand, gravel and limestone. This is utilized in the mining and quarrying industry and also in the process of cement making by various factories located in close proximity.

Mining has severely scarred the landscape of the Development order area. The mining plans need to respect the contours of the site in order to minimize future visual impacts and to create natural sites for future development, if appropriate.

Sand mining is known to have taken place within the Rio Cobre river basin. There are two major quarry zones which are delineated and monitored by the Mines and Geology Division.

Water Resources

The water resources of the parish consist of both surface and underground water. Fresh water is perennially available mainly from the Rio Cobre, Rio Pedro, Indian River and Rio Doro. Water is also seasonally available from numerous

FIFTH SCHEDULE, *contd.*

intermittent streams. Fresh to brackish water is available from the Fresh River, Salt Island Lagoon, Salt Island Creek, Coleburns Gully, and from the lower reaches of the Rio Cobre. Large to enormous quantities of fresh ground water are available from fractures and solution cavities especially in the karstified limestone aquifers and alluvial aquifers in the central and northern parts of the development order area.

CONSERVATION OF THE NATURAL AND BUILT ENVIRONMENT

Natural Environment

While orderly development of the built environment of Saint Catherine is vital to achieving sustainable economic and social development maintaining the natural environment is just as critical. The parish of Saint Catherine has three areas declared as protected areas under the Forest Act and Natural Resources Conservation Authority (NRCA) Act. These protected areas are the Mount Diablo Forest Reserve and Kellits-Camperdown Forest Reserve under the Forest Act and in 1998 a portion of the Portland Bight Protected Area (PBPA) under the NRCA Act, with the wetlands and some of the cays being later declared Ramsar sites in 2006.

The forest areas are important as habitat for a number of endemic species such as the Black-billed Parrot (*Amazona collaria*), Jamaican Hutia (*Geocaproyms brownie*) and orchid species (*Epidendrum rigidum*). The forests are also a major part of the water catchment system for the Rio Cobre and its tributaries, which is an important source for the residential water supply.

BUILT ENVIRONMENT

Heritage and Architecture

Saint Catherine development order area has a number of sites, buildings and monuments which are of historical, archaeological and architectural significance. Many of these are worthy of preservation for the interest of both residents and visitors who find our cultural (natural and built) heritage to be rich and diverse. In addition the town of Spanish Town in itself is of great significance as it was the former Spanish and English capital of Jamaica from the 16th to the 19th century. The history of Spanish Town lives on in the remains of the old buildings and the street names that mark it as the start of Jamaica's overall history. Many of these historical buildings will be preserved and rehabilitated where necessary to facilitate heritage tourism proposals for the development order area.

Climate Change

The diverse and unique natural environment of the order area, like most of Jamaica, is highly vulnerable to climate change impacts. With a significant coastline, most notably in the Old Harbour/Old Harbour Bay Local Planning Area, it will be

FIFTH SCHEDULE, *contd.*

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.

NATURAL CONDITIONS

Topography

Relief is directly related to the geology and geological history of the parish, and hence it is as varied as the rocks and structures beneath. In elevation, the parish of Saint Catherine runs from sea level in the south to over 900 metres (3,000 ft.) at the mountains in the north which make up the backbone of Jamaica. The central and the northern section however, are very mountainous with the highest point in the parish being 968 metres (3,176 ft.) at Hollymount on the north-west border with St. Ann.

Geology

Some of Jamaica's oldest known rocks are found in the Saint Catherine Area Development Order Area. In the vicinity of the Devil's Racecourse, fossils found in a formation characterized by volcanic rocks with inter-bedded limestone indicate that the rocks were formed during the Early Cretaceous Age (about 100 million years ago).

The geology and lithology of the development order area falls under six categories; Alluvium, Interior Basins, Metamorphic series, Granodiorite, Yellow and White limestone formations each with its own characteristic and occurring in special areas.

Land Capability

The Rio Cobre's river valley provides Saint Catherine's best soils in areas such as Bernard Lodge and St. Dorothy Plain. The soils in these areas are quite fertile and rich in alluvial deposits that are utilised to produce sugar cane and citrus mainly for export. Smaller land holdings are used by farmers to produce a mixture of domestic crops.

FIFTH SCHEDULE, *contd.**Climatic Conditions*

There is a considerable difference in climate occurring in the development order area especially with regards to the time of the year and between areas of low elevations versus areas of a higher elevation.

The hottest months are July to August with temperatures ranging between 30⁰ C and 33⁰ C, while the coolest months are January to February with temperature ranging from 15⁰ C to 17⁰ C. The daily temperature range is not more than a few degrees.

Rainfall

The driest months of the year for the development order area are December to March and the wettest season of the year is September to November.

Prevailing Winds

The development order area usually has gentle to moderate trade winds which blow for most of the year over Saint Catherine from north-east, east and south-east. In the rainy season heavier winds may blow for as long as 3-4 days accompanied by cooler weather. In addition, the development order area is susceptible to occasional hurricanes, bringing devastating winds and torrential rains which are of a catastrophic or moderate effect usually between June and November.

Hydrology

Approximately three quarters of the development order area is drained in a southerly direction by the Rio Cobre and its tributaries. At Bog Walk, the Rio Cobre flows into the Lower Rio Cobre Basin into two limestone aquifers and an alluvium aquifer. The remainder of the development order area is drained by several natural gullies most notably the Bowers Gully along minor water courses.

ECONOMIC ACTIVITY

The Saint Catherine Area Development Order Area, because of its close proximity to the rapidly expanding city of Kingston, and because of the availability of large tracts of fairly flat land, shows potential for economic growth and urban development. The development order area has potential to create tremendous opportunities for employment and is paving the way for sustainable economic development of not only the parish of Saint Catherine but by extension the entire country. The major economic sectors include commerce, agriculture, mining, manufacturing, and several service industries.

The agricultural sector remains a main source of employment in the parish.

FIFTH SCHEDULE, *contd.*

Agricultural activities are characterized by a large number of small farmers engaging in mixed cultivation, with the larger holdings being used to cultivate sugar cane and citrus mainly for export.

Manufacturing is a powerful element in the local economy with industrial plants being some of the biggest employers of labour. Spanish Town has the largest salt producing plant in the Caribbean. There are also several factories located in the Bog Walk and Old Harbour Local Planning Areas.

The potential for tourism development is phenomenal owing to its rich colonial history, Georgian Architecture, unique points of interest and distinctive physical attributes.

TRANSPORTATION

Saint Catherine development order area has numerous road networks which are heavily utilized as a means of connecting the various parts of the country to each other. These consist of highways, bypasses, main roads and parochial roads.

There are many modes of public transportation systems that utilize these roads. Transportation by railway, air and sea are other modes of transportation within the development order area.

There are no airports, however there are four legal private airstrips in the parish: at Caymanas Estate, Worthy Park Estate, Port Esquivel (ALCAN) and at Ewarton (ALCAN). In 1963 there were other airstrips, at Amity Hall, Caymanas Racetrack, Innswood Estate and Spring Garden.

Roads

Road transportation is vital for the conveyance of people and commodities both within and outside of the area.

In recent years the parish has benefitted considerably from road infrastructure development, such as Highway 2000 and the North-South Highway which traverse the development order area.

Other major roads within the parish are the Mandela Highway, the Spanish Town Bypass, as well as other well-travelled main roads that traverse between towns throughout Saint Catherine.

Within some areas the roads are very narrow and can only accommodate one-way traffic. Within the core of Spanish Town Local Planning Area the roads are laid out in a grid like pattern and contribute to the history of the locality.

Rail

Up to the early 1840's there were no railways in Jamaica as the many mountains made the laying of the rails difficult. However the first rail lines were built in 1844

FIFTH SCHEDULE, *contd.*

on a standard gauge line totalling 22 kilometers (km) from Kingston to Spanish Town. In 1879 another set of rails were laid, a 40 km extension from Old Harbour via May Pen to Porus and this was opened on February 26, 1885. An additional 23.3 km extension from Spanish Town to Angels to Bog Walk, to Linstead and then on to Ewarton, was opened on August 13th of the same year. The Bog Walk, Linstead, Old Harbour, Riversdale and Spanish Town Railway Stations are all listed as Heritage Sites.

Presently there is no passenger rail service within the development order area however many of the rail lines are maintained by industrial works to transport sugar cane and bauxite ore.

MAJOR GROWTH AREAS

As outlined in The National Settlement Strategy in the National Physical Plan 1978-1998, “Growth Centres” are intended to encourage growth and development in economically and environmentally sound locations within the development order area. These centres should provide a rational pattern of land use and community development and offer a guide for the most appropriate locations for development and prioritization future public and private investments. Social and infrastructural services and economic activities will be concentrated within this urban fence so that people will have easy access to them. Basic services will be provided at minimum cost to government while making for efficiency in land use.

These 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 roads and a number of facilities and amenities such as schools, commercial areas, a clinic and 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 three (3) major “Growth Centres” that have been identified in the National Settlement Strategy are Spanish Town, Old Harbour and Linstead. Other areas identified as “Growth Centres” are listed in Appendix 2 and their urban boundaries are shown on the Saint Catherine Development Order Area Map 1. Urban type development in the development order area will be confined to these Growth Centres.

Spanish Town, the principal urban centre is the Parish Capital and provides administrative functions along with various commercial and recreational activities. This urban centre hosts a historic district that was declared a heritage site in order to best preserve its historical and architectural features which dominated the area.

FIFTH SCHEDULE, *contd.*

Old Harbour is approximately 20 kilometers west of Spanish Town. It is considered a small sub-region center, with opportunities for the establishment of additional housing projects because of its location relative to Highway 2000. For the purpose of this Development Order, Old Harbour and Old Harbour Bay urban centres have been merged.

Linstead is located on the undulating lands in north-west Saint Catherine. It is located approximately 19km north-north-west of Spanish Town. The town possesses all if not most of the major requirements for a growth centre. It also has one of the most famous markets in the island that is the Linstead Market. For the purpose of this Development Order the urban centres of Bog Walk, Linstead and Ewarton have been merged.

VISION

The perceived vision is to manage the orderly development of the parish through proper planning. This will be achieved by involving citizens in the decision making process to address the infrastructural, economic, environmental, cultural and social needs of the parish.

PLANNING STRATEGY

The strategy for the development order area is “to provide support and encouragement for the growth of the economy within a framework of environmental protection, sustainable development and urban renewal”. This will involve the promotion of a renaissance in the urbanized areas by emphasizing constraints on development outside of the urban area, by focusing on the quality of design and techniques for making better use of urban space; facilitating the revitalization of the historic areas and sites, the zoning of land for residential developments, the establishment of a harmonious transportation network which facilitates convenient and efficient interaction between the transport system and land uses.

The local planning authority’s ability to plan radically is limited by the pattern of existing development and infrastructure but this development order area will play a positive role in shaping the future of the development order area. Policy guidelines will seek to address, inter alia; the demand for urban services, especially the provision of lands for business and commerce, particularly within the growth centres and at suitable established business nodes, the proliferation of non-conforming uses especially within residential areas, the provision of suitable lands for light and heavy industry, preservation of agricultural land, land degradation and tourism development. These policies and guidelines will provide direction to the overall development of the development order area and strengthen urban/rural linkages and local-based development.

FIFTH SCHEDULE, *contd.*

THE PURPOSE OF THE ORDER

The intention of this development order area is to make provision for the orderly and progressive development of the section of the parish of Saint Catherine that it covers, encouraging activities the planning authorities have identified as beneficial to the area and to the local planning areas specifically, and preventing those land uses that could harm the environment or amenity of the residents. The main aim is to provide the basis for sound decisions on planning applications in accordance with the planning strategies, objectives, policies and proposals outlined in the document.

The Town and Country Planning Act require all applications to be determined in accordance with the provisions of the Development 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 schedules will need to demonstrate compelling reasons why it should be allowed.

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

FORMAT OF THE ORDER

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

The first segment consists of the Citation, Interpretation, Notices and statutory matters.

The second segment consists of the Schedules.

The Schedules are further divided into five sections:

- | | | |
|-----------------|---|---|
| First Schedule | – | Describes the boundary descriptions for the Development order area and the growth centres. |
| Second Schedule | – | Use Classes Order. |
| Third Schedule | – | Permitted Development. |
| Fourth Schedule | – | Notices (Forms A, B and C). |
| Fifth Schedule | – | Statements, Objectives and other Statutory Matters to include 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 |

FIFTH SCHEDULE, *contd.*

stations, residential densities and the relevant maps.

The Land Use Proposal Maps show the particular property which may be affected by the policies indicated in the written statement. Some of these policies are general and will affect the whole of the development order area 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 Development Order is presented in segments and sections it should be considered as a whole and be used as such.

HOW TO USE THE ORDER

(1) For information:

- (a) refer to the format of the order;
- (b) for a particular site or building refer to the Land Use Proposal Maps which will show any guidelines or policy applicable. The inset maps may also provide additional information; or
- (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.

(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 SP T1.

Policies for local planning areas are identified by using a letter(s) of the area to which the POLICY relates (thus PH for Point Hill) 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 Point Hill would therefore be:—POLICY PH T1.

It should be noted that some of the policies are cross listed, that is, they may appear under other headings with different references.

ACKNOWLEDGEMENT

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

FIFTH SCHEDULE, *contd.*

OBJECTIVES

The following objectives provide a detailed framework within which policies are formulated and implementation can be evaluated. They are listed sectorally to reflect the “Planning Strategy” and to establish the intentions of the Planning Authorities which will guide the decision making process throughout the development order area over the life of the Development Order.

TRANSPORTATION

The movement of goods and people in, out and around the St Catherine Area Development Order Area depends to a great extent on vehicular traffic. The transportation system is also supplemented by rail, aerodromes and a sea port. Public transportation is provided mainly by buses and route taxis. The main vehicular transportation centre is located in Spanish Town with several other local planning areas having smaller centres. It is therefore increasingly important that the transportation infrastructure within the development order area be at a standard which allows for maximum efficiency for all users.

- Obj. T1 To have a transportation system that allows safe and easy movement in and around the development order area and which makes it easily accessible from other parts of the island.
- Obj. T2 To ensure safe access to and use of the road system by various modes of transportation.
- Obj. T3 To ensure the adequate provision of land for port and other transportation purposes.
- Obj. T4 To ensure the integration of transport planning with land use planning.
- Obj. T5 To enhance the efficiency of the transport system in order to reduce travel times between communities.
- Obj. T6 To ensure that land uses allow and enhance the efficient operations of ports while minimizing its impact on surrounding land uses.
- Obj. T7 To establish, preserve and protect the reservation of lands necessary for new roads and the improvement of existing ones.
- Obj. T8 To make the best use of the transportation infrastructure for all modes of travel, especially public transportation.

FIFTH SCHEDULE, *contd.*

- Obj. T9 To encourage the shared use of parking facilities particularly in the Central Business District as part of major development proposals.
- Obj. T10 To seek the provision of adequate public parking areas to cater for buses, taxis and other forms of public transportation especially in growth centres.
- Obj. T11 To ensure that new developments are well located and designed to contribute to sustainable patterns of road layout and traffic movement and the promotion of transport choices.
- Obj. T12 To improve the environmental amenity of all existing and proposed car parking areas used by the public through the provision of landscaping.
- Obj. T13 To minimize any negative environmental and social impacts arising from the provision and maintenance of roads and road infrastructure.

HOUSING

In providing housing, special attention will be paid to the rationalization of 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.

- Obj. H1 To ensure that special attention is paid to the design and layout of all housing developments, that the necessary infrastructure and amenities are provided and that they form an integral part of the settlement centres which service them and that there are adequate pedestrian walkway linking them to transportation routes.
- Obj. H2 To encourage development and infill development in areas where adequate utilities, infrastructure and community facilities exist or can be provided in a cost effective manner.
- Obj. H3 To make housing more accessible to the various social groups and be in such numbers as to meet the requirements of the population through land use densities compatible with a pleasant environment.

FIFTH SCHEDULE, *contd.*

- Obj. H4 To promote the maintenance, protection and where necessary the rejuvenation of residential areas.
- Obj. H5 To promote green building technologies and applications throughout the development order area.
- Obj. H6 To ensure the rational and equitable provision of social services and infrastructure.
- Obj. H7 To promote mixed uses that complement established and planned communities

CONSERVATION OF THE NATURAL ENVIRONMENT

The St Catherine Area Development Order Area has a diverse eco-system, including several endemic or threatened species of flora and fauna and extensive fresh water systems. There are also sites and buildings, having particular beauty or historic archaeological or architectural significance which need to be conserved and protected. The conservation of these resources depends on careful management as population and pressure for development increases in the development order area.

- Obj. C1 To ensure that development is sensitive to the preservation of the major landscape and vegetation features of the development order area.
- Obj. C2 To ensure that the unique flora and fauna of the development order area are maintained and that the fresh water and marine resources are protected from degradation.
- Obj. C3 To preserve and provide recreational facilities, green spaces and sea side parks that can adequately serve the population.
- Obj. C4 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. C5 To protect areas of high landscape and amenity value and those that enhances the urban landscape, tourist development and scenic routes.
- Obj. C6 To ensure the enhancement of shoreline protection, maintenance and creation of wetlands and proper management of sediment deposition.

FIFTH SCHEDULE, *contd.*

- Obj. C7 To support replanting of forest for restoration of habitats, sustainable craft and industries, protection of water supplies and reduction in sediment transport and debris flow.
- Obj. C8 To ensure that consideration of multiple hazard vulnerability such as flooding, earthquakes and storm surges is fully integrated in land use zoning and development proposals.

CONSERVATION OF THE BUILT ENVIRONMENT

- Obj. C9 To ensure that there are a wide range of indoor and outdoor facilities to provide active and passive recreational amenities for people of all ages and abilities at modern standards.
- Obj. C10 To ensure that cultural heritage assets are enhanced and protected and are accessible to all.
- Obj. C11 To promote mixed uses that are compatible and complement established and planned communities.

Archaeological Sites and Historical Buildings and Monuments

- Obj. C12 To develop policies which will ensure that structures, sites and areas of historical and archaeological significance are identified and preserved by the Jamaica Natural Heritage Trust (JNHT) are preserved.

MINERALS

Minerals are basic resources for development, the extraction of which can have positive or negative effects on the environment. While mineral resources should be protected from sterilization by urban and other development, it is also imperative that their extraction is carried out in a sustainable manner.

- Obj. M1 To ensure that mining is undertaken in a way that will enhance rather than destroy the environment.
- Obj. M2 To guard against all forms of pollution resulting from mining activities.
- Obj. M3 To ensure minimal adverse effects on communities, the landscape, wildlife and habitats during mineral extraction.
- Obj. M4 To protect areas of importance such as critical landscape or nature quality from inappropriate mineral development.
- Obj. M5 To ensure that mining is undertaken in a way that will enhance rather than destroy the environment.

FIFTH SCHEDULE, *contd.*

WASTE TREATMENT AND DISPOSAL

A major portion of the development order area is located within the Rio Cobre Watershed which drains to the vulnerable Kingston Harbour. It is therefore especially important that liquid waste which is a major pollutant to both surface and underground water sources be handled in a sustainable way so that the environment is protected. It is important that solid waste be managed and disposed of in such a way that it does not create or exacerbate problems of pollution, pestilence or disease.

- Obj. WT1 To ensure that safe and sanitary conditions exist for the disposal of all types of waste, along with the required technologies and support services, without any unacceptable risk or detrimental effects to natural resource or the environment.
- Obj. WT2 To encourage reduction in the amount of waste produced and being disposed of through the collection system by initiating recycling in terms of raw material and energy source.
- Obj. WT3 To encourage the development and upgrading of storm water drainage systems that are of a high standard, having optimum carrying capacity, while being practical.
- Obj. WT4 To ensure that all waste along the coastal area is properly handled and disposed of.

ENERGY GENERATION AND CONSERVATION

Energy is an essential resource for the sustainable development of a country. The access to energy that is diverse, reliable, secure and affordable is vital for economic growth. It is therefore important to implement strategies that will result in the production of cleaner and more renewable energy resources that satisfy the needs of the development order area and sustainable to the environment.

- Obj. E1 To promote the best energy conservation practices and efficiency as well as the use of renewable energy.
- Obj. E2 To minimize greenhouse emissions through policies that will reduce energy demand and maximize energy efficiency.
- Obj. E3 To ensure that new developments mitigate their impact on the environment through the layout and design of energy efficient buildings.
- Obj. E4 To ensure that electricity is supplied in accordance with the settlement strategy for domestic, industrial and commercial needs where required.

FIFTH SCHEDULE, *contd.*

WATER SUPPLY

The development order area suffers from inadequate and unreliable supply, restrictions on housing and other developments due to lack of water; old and inadequate production; transmission and distribution infrastructure; high levels of commercial and technical losses. It is the intention of this Development Order to ensure sustainable supply of water in the development order area.

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| Obj. WS1 | To facilitate the development of or improvements to the potable water distribution system. |
| Obj. WS2 | To seek to develop planning incentives to encourage the incorporation of water conservation and recycling devices and technology. |
| Obj. WS3 | To encourage the use of harvested rain water and recycled grey water for non-potable uses. |
| Obj. WS4 | To ensure the coordination of development with the provision of water supply services. |
| Obj. WS5 | To ensure the protection of water sources including watershed, wells and aquifers from unsustainable development. |

URBAN ECONOMY

Currently the development order area has a multifaceted economic base consisting of a wide range of economic activities. There is however the need to widen 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 the service and tourism industry. In small local areas provisions will be made to encourage new developments to enhance the economic base of these areas.

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| 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, culture and the arts in growth centres. |
| Obj. UE3 | To promote urban regeneration particularly in areas requiring physical improvement or the enhancement of employment opportunities. |

FIFTH SCHEDULE, *contd.*

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 accessible to residents of the community and that will attract them to these urban centres.
Obj. UE6	To locate industrial sites in areas where they are near to existing infrastructure and social services.
Obj. UE7	To encourage the location of industries which rely mainly on local raw materials near to the material sources.
Obj. UE8	To locate factory sites so that economic benefits are dispersed and the employment base of principal urban centres are diversified.
Obj. UE9	To ensure that factories are established in areas where they complement other economic activities in their vicinity.
Obj. UE10	To provide land that will ensure the balanced development of town centres with public and commercial activity areas.

RURAL ECONOMY

Agriculture remains one of the main sources of employment in the development order area contributing to the economy of the area. It will be necessary therefore to protect the agricultural interests of the development order area and to provide for the development opportunities needed to maintain and enhance a strong diverse rural economy.

Obj. RE1	To increase employment opportunities and economic activities in rural areas through the identification and allocation of lands for a variety of uses.
Obj. RE2	To promote viable and vibrant rural areas with a range of activities, facilities and services that is accessible to residents of the communities.
Obj. RE3	To disperse the economy and diversify the employment base in rural areas through manufacturing, services, tourism, culture agriculture, mining and the arts.

FIFTH SCHEDULE, *contd.*

Obj. RE4	To ensure that agricultural development caters to both the large and small farmers and that adequate provision is made for agro-industries.
Obj. RE5	To promote an enabling and facilitating environment for the spread of diverse non-agricultural income generating activities, which will reduce the need for residents to leave their communities in search of work.
Obj. RE6	To prevent the fragmentation of good agricultural land into smaller non-viable lots except in extenuating circumstances.
Obj. RE7	To encourage the development of less productive lands for complimentary uses essential to agriculture.
Obj. RE8	To safeguard and improve productive agricultural land and the utilization of under used land unless there are compelling reasons to the contrary.

TOURISM

Currently, the tourism industry in development order area is not one of the main contributors to the economic growth of area. However, while not having the appeal of the beaches of the north and sections of the south coast; the region has significant potential for historical and cultural tourism. It is important that this activity be developed, protected and promoted.

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

FIFTH SCHEDULE, *contd.*

TELECOMMUNICATIONS

With the increase in demand for telephone and other telecommunication services it is necessary to assess their impact on the environment and visual amenity of the development order area. It may, therefore, become necessary to rationalize the installation of cellular base stations, satellite dishes, and antennae.

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| Obj.TELE1 | To facilitate the installation of an effective telecommunications network in the development order area that minimizes the adverse impacts to the community and the natural and built environment. |
| Obj.TELE2 | To ensure that antennas and other facilities and apparatus used in telecommunications systems are located where they do not have adverse impact on the aesthetics of the surrounding areas. |
| Obj.TELE3 | To encourage the siting of this equipment away from public view and the sharing of facilities where possible. |
| Obj.TELE4 | To safeguard the development rights of properties. |

SECTORAL POLICIES

The development of the area 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 area) while at the same time improve the character and quality of life for its residents. They are not intended to restrict development but along with the “General Policies” will endeavour to promote resource sustainability.

HOUSING

Housing is an important social good that cannot be overlooked in economic growth and development of a country or locale. It is a basic human need that generally promotes individual and collective dignity, privacy, security and should enhance safety. As a national and community development tool housing has a correlated relationship with community health and education, employment creation and retention. It also enhances productivity and enables capital formation at both the microeconomic and macroeconomic levels.

Providing adequate and affordable housing has been a big challenge globally and by extension for successive governments in Jamaica over the years. The Order Area continues to be one of the leading parishes faced with the greatest demand for housing solutions with its growing urban scale and its proximity to the island’s capital, hence serving as a catchment for Kingston and St. Andrew’s surplus population.

FIFTH SCHEDULE, *contd.*

The following policies are geared towards ensuring that the residents of the development order area can enjoy affordable, safe and varied housing facilities, while enabling the sustenance of their communities.

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| POLICY SP H1 | The local planning authority will seek to ensure provisions for a range of housing types and tenures to meet the needs of all sectors of the development order area through adequate land use zoning proposals. |
| POLICY SP H2 | In the design and layout of housing developments the guidelines indicated in Appendix 11 are to be used. |
| POLICY SP H3 | The local planning authority will ensure that adequate lands are made available in housing areas to meet the needs of individuals who are desirous of constructing their own homes. |

The local planning authority is keen to retain local facilities such as shops, health centres, schools, open spaces and other amenity areas without compromising the residential environment. In most of them mixed uses involving all the above occur along the main road without any adverse effects. This principle is possible in some of the local planning areas, hence where new developments are envisaged the planning authority will examine the possibility of continuing this trend.

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| POLICY SP H4 | Mixed use sustainable neighbourhoods will be promoted in order to reduce the need to travel for goods and services and to meet a wide variety of other local needs. |
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Although the local planning authority intends to ensure that housing areas have a range of housing types, the maintenance of existing neighbourhoods will be a priority.

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| POLICY SP H5 | The local planning authority will support measures to enhance existing neighbourhoods where necessary and where possible enhance the services and facilities available locally. |
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Infill and redevelopment can often make a useful contribution to meeting an urban area's housing needs. However, this has to be looked against concerns about the effect of both individual schemes and the general trend for such proposals, which can change the character of an area resulting in the loss of amenity. Concern therefore, has to be focused upon the density of the development and the extent to which the privacy of neighbouring property is protected.

FIFTH SCHEDULE, *contd.*

POLICY SP H6 In urban centres, town house development at a density not exceeding 125 habitable rooms per hectare will be allowed as “infill” on vacant lots in existing detached and semidetached single family housing areas provided that sewage generated can be disposed of satisfactorily.

POLICY SP H7 Planning permission will normally be granted for housing developments at infill sites within urban built up areas. Such developments should have no adverse effect upon the character; safeguard amenities and be in conformity with setbacks and other planning requirements.

Existing residential accommodation should be retained except in circumstances where conditions make it inappropriate to do so. Comprehensive development involving the loss of housing units will only be supported where there is no net loss in residential accommodation.

POLICY SP H8 The local planning authority will resist developments resulting in the loss of residential accommodation and land unless the continuation of residential use is undesirable.

Proposals for high density development are expected to have adequate parking on site and amenity space. The requirements for both are indicated in Appendices 8, 9 and 11 and Figure 4. However, where the local planning authority sees a justifiable need for such development in a town centre it may choose to reduce the requirements, but not eliminate it.

POLICY SP H9 High density development proposals which do not have adequate car parking and amenity spaces will not be supported except in town centres where residential use is being encouraged. In such circumstance the requirements may be decreased but not eliminated.

Home owners often times undertake extensions without due regard to the effects on neighbouring properties. Where these are large they can radically change the appearance of a development and destroy the amenities of the area. In some instances this result in a loss of parking spaces causing motor cars to park on the streets. Parking spaces should not have to be provided at the expense of landscape.

POLICY SP H10 The local planning authority will ensure that extensions are in keeping with the design, scale and character of the existing buildings in the locality and that there is onsite parking where possible to the satisfaction of the local planning authority.

FIFTH SCHEDULE, *contd.*

POLICY SP H11 In assessing applications for house extensions the planning authority will pay consideration to the closeness of the building to adjoining developments, especially as it affects privacy and water runoff to neighbouring properties.

It is anticipated that proposals for housing development in local planning areas would be comprised of the basic infrastructure. In the case of the development, development order area where water may be in short supply or there is a lack of sewerage facility, it has to be ensured that these amenities can be provided before any development is undertaken. Where this cannot be done, the developer will therefore have to give the planning authority a commitment that any lack of amenities will be made good within a reasonable time period.

POLICY SP H12 Applications for housing development will not be supported by the planning authority in areas which are expected to have but where instead there is an existing deficiency in the provision of water supplies or sewage services unless this can be made good within a reasonable time period.

It is intended that the provision of certain facilities and services for new housing development in new areas be provided by the developer. Where a development exists in proximity to the proposal then there could be access to such facilities if they are available. The additional demand should not significantly reduce the existing provision for example: playing fields, schools, etcetera. Where such problems could arise the developer would have to negotiate with the government to have the situation addressed before approval is granted by the local planning authority.

POLICY SP H13 Planning permission may be granted for new housing developments if satisfactory provision can be made for access to appropriate facilities and services to meet the needs of the likely residential population.

POLICY SP H14 Where satisfactory provision for access to existing facilities and services cannot be obtained the local planning authority will require that the new proposal make additional provision unilaterally or in association with government.

As the demand for houses increases there will be a need for higher densities in order to reduce pressure for conversion of arable lands and environmentally sensitive areas. This will normally be in the form of town houses and apartments. In an effort therefore to ensure a suitable balance between the best use of land and a satisfactory environment it is imperative that the height density and bulk of

FIFTH SCHEDULE, *contd.*

buildings be controlled. New buildings should conform as much as possible with those existing and the densities should protect the amenities of the surrounding areas especially in areas which have not been identified on the Land Use Proposal Map for this purpose.

POLICY SP H15 The density of new buildings will be controlled in conjunction with other appropriate environmental controls, acceptable densities being determined by the character and actual density of adjoining sites and should be in accordance with criteria set out in Figure 1 and Map 2.

POLICY SP H16 Town house developments at densities higher than those existing in single family detached housing neighbourhoods will be allowed as infill on vacant lots or in planned housing developments provided sewage can be disposed of to the satisfaction of the relevant authorities and the other amenities are satisfactory.

The desire to maximize the use of housing land has sometimes been at the expense of the provision of open space. The provision of such space is however important to maintain the quality of the living environment and to provide activity areas for residents. Town houses should have an individual private outdoor area and apartments adequate amenity area with recreation facilities for its residents. The guidelines are provided in the Appendices.

POLICY SP H17 Planning permission will be granted for new housing development or the subdivision of land only if they are provided with adequate and suitable outdoor open spaces.

POLICY SP H18 In deciding on the location of open space, the local planning authority will consider its relationships to the dwellings within the development, adjoining property and facilities such as parking areas and garbage disposal units.

Where non-residential uses are permitted in the local planning areas are in proximity to residential uses, they should provide services and facilities to the local community and should not reduce the amenity of the area nor the quality of the natural environment.

POLICY SP H19 Planning permission will be granted for non-residential development in housing areas, if it provides an essential service or facility mainly to the surrounding community and has no adverse impact on the amenity of neighbouring property.

FIFTH SCHEDULE, *contd.*

To minimize the loss of residential accommodations and to avoid the gradual change of use of an area, businesses accommodated in domestic properties will be limited in scale and impact and will not be allowed to become the dominant use. The approval of such use will be subject to stringent conditions to ensure that the character of the area is not affected in any way.

POLICY SP H20 Proposals for the partial change of use of a residential building to any other use will only be allowed if the character of the area is not altered and the privacy, amenity and enjoyment of neighbouring dwellings is not adversely affected.

POLICY SP H21 Where there is a partial change of use of a building in a residential area the local planning authority will institute strict operating hours especially if there are visitors to the premises, will ensure that there is no external alteration to the building and that those engaged in the non-residential use are resident in the property.

Areas which are of historical, architectural and environmental value, some of which are located in residential areas will be preserved. The local planning authority will ensure that any proposals for development in these areas do not adversely affect any such facilities.

POLICY SP H22 The local planning authority will not support development which could result in changes to the character and appearance or loss of essential features to buildings or areas of historical, architectural and environmental value.

The growth of urban areas is to a large extent determined by the amount of housing development taking place within their boundaries. A wide range of potential housing sites will therefore be made available in local planning areas to allow housing development in conformity with the settlement strategy.

POLICY SP H23 New housing development should be confined to the local planning areas identified in Appendix 2 and no permission will be given for large scale linear housing development outside of these areas.

In order to cater for the full range of housing needs there is the necessity for a mix of housing types and sizes. This is due mainly to the fact that developers tend to concentrate on the high end of the market which caters to one group of people and leave others out.

FIFTH SCHEDULE, *contd.*

POLICY SP H24 Housing developments should incorporate a mix of housing types and sizes appropriate to the needs of the locality.

POLICY SP H25 Where large scale housing developments are being undertaken the local planning authority will seek to ensure that they include starter homes and other low cost schemes which are suitable for people who are not able to compete in the open housing market.

In circumstances where the viability of farms depend on resident farmworkers, the level and location of residential activities on agricultural lands will be taken into consideration when assessing and determining such applications.

POLICY SP H26 Planning permission for agricultural dwellings will only be permitted where it is essential that the worker be accommodated on the holding, the existing accommodations are not adequate and the new building is sited in association with any that is existing.

Any uncontrolled development on steep hillsides 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, control has to be exercised over development proposals to prevent the removal of trees and the construction of hard paving that contributes to excess runoff. The development order area is characterised by shallow soil and steep slopes in the volcanic north-eastern zone which makes that area most susceptible to landslides especially at road cuts.

POLICY SP H27 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 extraordinary precautions to safeguard. In specific areas “no build zones” will be demarcated.

CONSERVATION OF THE NATURAL AND BUILT ENVIRONMENT

The development order area has a long history of human inhabitation, beginning with the Tainos who settled in areas such as Colbeck, Worthy Park, Great Goat Island and at White Marl. At some locations, carbon dating had indicated that the area was inhabited about 900 A.D. Later habitation by the Spanish in 1510 and the English in 1655. Today, because of its close proximity to the rapidly expanding city of Kingston, and because of the availability of large tracts of fairly flat land, sections of the south-central part of the parish has been transformed into an extension of the Kingston Metropolitan Region.

FIFTH SCHEDULE, *contd.*

However, despite a long history of human occupation, the area is still of outstanding heritage and ecological importance hence it is important to develop a strategy to ensure that the area is properly managed for the long-term benefit of all.

This involves protecting key terrestrial, freshwater and marine ecosystems, recreational open space areas, wild life sanctuaries and archaeological sites and buildings. Protection does not necessarily mean that these resources will not be used, but rather puts in place mechanisms so that development can take place in such a manner that their values are not degraded or destroyed, but are instead enhanced.

Natural Environment

A section of the development order area falls within the Portland Bight Protected Area, which is the largest declared protected area in Jamaica comprising 187,615 hectares, and amounts to 4.7 per cent of the land area of Jamaica. The area consists of a number of habitats of great ecological value including dry limestone forest, limestone caves, tropical wetlands, sea grass beds and coral reefs. These habitats support several rare, endangered, threatened and endemic species. The diverse habitats of Portland Bight also support a range of marine species and provide breeding and nursery grounds for a number of commercially important fish species. The wetlands and some of the cays off Portland Bight were declared a RAMSAR site in 2006. Growing public awareness of the need to give economic value to the ecosystem services that protected and conservation areas provide brings greater support for the declaration and management of such areas. Where development is contemplated in areas that are identified as environmentally significant it will be incumbent on the developer to prove that the ecosystem functions and critical habitats present will not be severely impacted. Relevant technical studies as determined by the planning authority should be undertaken to assist in the determination of applications these may include environmental impact assessments, natural resource valuations and cumulative impact assessments.

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| POLICY SP C1 | Development will be severely restricted within the Portland Bight Protected Area. |
| POLICY SP C2 | Permission will not be granted for any development that will result in the significant loss of ecosystem function, environmental integrity and amenity of an area within the Portland Bight Protected Area |
| POLICY SP C3 | The planning authorities will ensure that environmentally sensitive or vulnerable areas are reserved as natural areas and greenbelt preserves for wild life and recreation whenever possible and used as open space buffers between incompatible land uses. |

FIFTH SCHEDULE, *contd.*

- POLICY SP C4 The planning authorities will grant permission for new developments only if there is a high standard of landscaping provided. Details at the planning application stage should accurately identify planting area, including details of plant species, their size, densities in each location and existing or proposed services.

The Great and the Little Goat islands and surrounding wetlands area which forms a part of the Portland Bight Protected Area was established in 1999 and the Portland Bight Wetlands and Cays designated Ramsar Site in 2006. The islands contain a number of habitats of outstanding ecological value including dry limestone coastal forests, wetlands, coral reefs and seagrass beds. These habitats support several threatened, endangered and endemic species. Both islands are declared under the Forest Act, 1996. The Galleon Harbour, which has been designated as a Special Fishery Conservation Area under the Fishing Industries Act, making it one of just 12 areas in Jamaica that is managed as a nursery to support productive fisheries is also a part of the Goat Islands ecosystem. It is therefore crucial that the preservation and management of these islands be carried out in a holistic manner.

- POLICY SP C5 Any development that will result in the significant loss of ecosystem function, environmental integrity and amenity of the area will require an Environmental Impact Assessment.

In addition to the Portland Bight Protected Area under the Natural Resources Conservation Authority Act the development order area has two other areas declared under the Forest Act. These protected areas are the Mount Diablo Forest Reserve and Kellits-Camperdown Forest Reserve under the Forest Act.

- POLICY SP C6 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 the Forest Reserve.
- POLICY SP C7 The planning authorities will normally refuse planning permission for any development that will have a detrimental effect on conservation areas 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

FIFTH SCHEDULE, *contd.*

Recognizing that Development Orders provide guidance for land use, it is vital that the protection of natural resources and their functions is incorporated in this Order. Towards that end the following areas of conservation areas should be established:

POLICY SP C9

The Planning Authorities will, in collaboration with the Natural Resources Conservation Authority and other related bodies, seek to identify and cause to be declared areas of ecological importance including those listed below. Where necessary the local authority will place Tree Preservation Orders on the areas to aid in protecting them.

- (a) Bog Walk Gorge to Caymanas Pond Conservation Area (Section of Mount Moreland and Mount Dawson)—for the protection of the aquifer which supports eight active National Water Commission wells and is the source of water for many residential areas and also to maintain a healthy freshwater system to foster increased biodiversity.
- (b) Tydixton Conservation Area—to protect the undisturbed upper mountain evergreen forest which is a critical habitat for the protected, endangered and endemic Black-billed Parrot along with other forest dependent species and also acts as a source for the Rio Cobre.
- (c) Lemon Ridge Conservation Area—to protect the St. Clair Cave system which has one of the largest populations and diversity of bats in Jamaica (13 of 21 species) inclusive of the critically endangered and endemic *Phyllonycteris aphylla* and *Natalus stramineus*(restricted to only three caves in Jamaica).

The protection of open water and natural waterways is important as it positively enhances the amenity of the development order area and assists in flood protection. The planning authority will seek to protect and maintain drainage features during development. Accurate surveys of drainage patterns and proposed changes to the drainage regime should be shown on plans submitted for approval. Trees within riparian zone should be plotted accurately by their crown extent and location.

FIFTH SCHEDULE, *contd.*

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| POLICY SP C10 | The planning authorities will not consider applications for development which do not show all vegetation, ponds, caves and sinkholes and other drainage 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. |
| POLICY SP C12 | Where possible, utility service lines should not be placed under tree crowns through shrub or proposed landscape areas and the planning authority will be mindful of this in dealing with applications. |

Approximately 44 percent of the total land area of the development order area is covered by forest, the majority of which is seasonal evergreen found mostly in the areas of Lluidas Vale, Crofts Hill, Tydixton, Thetford Mountains and the Sligoville area. Where single trees or stands of trees are of significant visual or scientific importance or provide significant ecosystem services, steps will be taken to preserve them.

The Order will seek to protect trees of importance of any kind, be they in the wild state, within gardens or along streets.

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| POLICY SP C13 | The local planning authority will seek to have trees of amenity or scientific value placed under Tree Preservation Order to ensure their protection where necessary. The lopping or topping of trees along roadways or other public areas will require the permission of the local authority and relevant authorities. |
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A significant portion of the development order area is located within the Rio Cobre Watershed Management Unit, which incorporates many land uses. Agriculture in the form of hillside farming may be practiced in appropriate areas providing that soil conservation methods are employed and provided they adhere to established guidelines set by the appropriate agencies.

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| POLICY SP C14 | Lands in watershed areas may be developed for agricultural purposes if the activities meet the guidelines set by the appropriate agencies and are properly managed to reduce the effects of soil erosion and chemical runoff. |
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FIFTH SCHEDULE, *contd.*

- POLICY SP C 15 Development that would result in the excessive removal of trees within upland and watershed areas will not be allowed by the planning authorities.

The Rio Cobre and its tributaries dominate the physical features of the development order area. The major portion of the development order area is drained in a southerly direction by the Rio Cobre which enters Kingston Harbour at Hunts Bay. A number of caves have been formed in the karst limestone, most notably within the boundaries of the Portland Bight Protected Area.

- POLICY SP C16 The Planning authority will not permit any development which will result in the endangerment of any species of bat or alter airflow/natural waterflow of caves.

- POLICY SP C17 The Planning authority will normally permit eco-tourism development which will not result in the alteration or degradation of caves and supporting ecosystems.

The surface water component of the Rio Cobre's flow is utilized for irrigation in the Lower Rio Cobre Basin. It is diverted at Headworks into a canal system which irrigates an area of 116 km² in the central and eastern sections of the Saint Catherine plains. It is assumed that the diversion of the Rio Cobre at Headworks and domestic uses within the basement aquiclude catchments fully utilize the reliable surface water yield of the Upper Rio Cobre Sub-Basin. The increased utilization of surface water flows within the basement aquiclude catchments is expected to result in reduced flows in the Rio Cobre.

- POLICY SP C18 The Planning Authority will seek to ensure that any development proposed employs sustainable practices and do not have a deleterious effect on surface and ground water resources of the Rio Cobre.

There may be parcels of land that have not been identified for a specific use on the proposed land use map. This does not mean that the land can be used for any purpose. Instead it may have been considered prudent to leave it in its natural state, for "nature conservation" purposes, as it may have needed some form of protection. In the interim, such land should be regarded as "nature conservation" or for "informal recreation" where appropriate. However, if they are unsightly, they may have to be bushed or otherwise be cleaned up for amenity purposes.

- POLICY SP C19 The planning authorities will encourage the beneficial use and management of vacant land particularly where environmental advantages may be secured.

- POLICY SP C20 Lands designated for open space and recreational facilities in private developments should be encouraged to complement the nature conservation process.

FIFTH SCHEDULE, *contd.*

The development order area is characterized by several green areas, however there is a shortage of organized green spaces for active and passive use. What exists in communities and urban areas therefore has to be safeguarded. In considering applications in these areas care will be paid to the protection of existing and proposed green areas.

POLICY SP C21 Planning permission will not normally be granted for any development which would result in the loss of any green area within the built up area.

Communities in rural towns and villages should have their own identity which makes them distinctly different from each other. One way of achieving this is through the maintenance of a green corridor or strategic gap. Developments in these areas will be severely restricted, so that they do not lose the purpose for which they were intended.

POLICY SP C22 The class and nature of development on green areas connecting communities to each other (Strategic gaps) will be severely restricted to prevent coalescence and maintain openness 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 C23 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 methods.

Built Environment

Low impact tourism activities may be permitted in suitable localities within Protected Areas. However, they should be compatible with the environment and the interests of local residents should be safeguarded. Additionally, in such cases where development may be allowed, an Environmental Impact Assessment may be required.

POLICY SP C24 Planning permission will normally be given for low impact tourism development which would enhance aesthetic appeal providing usable recreational areas for the general public.

FIFTH SCHEDULE, *contd.*

POLICY SP C25 Low impact development which improves or expands the range of tourist facilities may be permitted, provided that they will not be detrimental to the ecosystems supported by the Area.

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

POLICY SP C26 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.

POLICY SP C27 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.

Within the Saint Catherine Plains, deposition is associated with the present alignment of the rivers such that the alluvium aquifer is relatively extensive in the eastern Saint Catherine Plains (*i.e.* in the Bernard Lodge area) and in isolated deposits in the western portion (*i.e.* Bushy Park and Old Harbour). These deposits constitute the major part of the Alluvium Aquifer which is characterized by moderate to high permeability and supplies fresh groundwater to the development order area.

The upland areas should remain as watersheds or under natural forest cover to protect the springs, wells and underground rivers and reduce lowland flooding.

POLICY SP C28 The planning authority will not normally encourage development within the aquifer recharge and watershed areas that threatens to undermine or is in conflict with the natural functions of this area.

POLICY SP C29 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 especially in aquifer recharge areas.

In some areas the local 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.

FIFTH SCHEDULE, *contd.*

POLICY SP C30 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 site is acquired for the purpose in the immediate area or in an alternate area where open space is deficient.

POLICY SP C31 In the design and development of open spaces, parks and other open areas under its jurisdiction the local planning authority will seek to protect and enhance areas that attract wildlife.

The same principle which applies to the ownership of lands by the Municipal Corporations 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 C32 Except as required for other necessary public purposes, planning permission will not be granted for development on publicly owned lands which have been designated as park or open space and which shall be used for that purpose.

Since 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 C33 The undertaking of public works in conservation and other sensitive areas will be allowed only where essential and should be designed such that it does not detract from the appearance and recreational use of the area.

There are recreational outdoor activities such as golfing and sport shooting which occur throughout the development order area. In considering the locational aspect of such developments, their scale and character will be assessed against the general appearance of the areas in which they are to be located to ensure that compatibility exists.

POLICY SP C34 Proposals for outdoor recreational uses which require extensive areas of land will normally be permitted if there is no conflict with the general character and appearance of the countryside and the scale of the development is kept to a minimum.

FIFTH SCHEDULE, *contd.*

Noise pollution also damages the environment and although there is a Night Noise Abatement Act which controls the volume of sound emanating from a building, planning plays a critical role in this regard. The layout and design of buildings can be such that it reduces the effects of noise disturbance.

POLICY SP C35	Development proposals which would lead to unacceptable levels of noise nuisance to nearby existing or future occupants will not be granted permission by the planning authority.
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Historical, Archaeological Sites and Buildings

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

A list of those activities which are protected by the provisions of the Jamaica National Heritage Trust Act is indicated in Appendix 3. 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 deposits.

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

POLICY SP C36	Permission will not be given for any development within the vicinity of any monuments listed by the National Heritage Trust without approval from the Jamaica National Heritage Trust.
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POLICY SP C37	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.
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POLICY SP C38	Before granting permission for the demolition of any building or the development of any site with historic or archaeological buildings, the planning authority may require the developer to provide information regarding the importance of the site and the impact of the development. In certain cases such an assessment may involve an evaluation excavation.
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It is hoped that owners of property on which there are historic relics will restore and preserve them or cause them to be preserved and restored, within a compatible environment and within the context of viable development where this is contemplated. It is expected that in the course of time new public and private programmes for exploring, recording, preserving and restoring will be developed.

FIFTH SCHEDULE, *contd.*

- POLICY SP C39 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 special justification can be demonstrated and the matter discussed with the Jamaica National Heritage Trust.

There may be a situation in which a proposed development will unavoidably affect archaeological remains if it is allowed to take place. In such cases, the local planning authority will seek an agreement with the developer and other appropriate bodies for time and resources to be made available to the relevant authorities for a comprehensive programme, of investigation to take place. The planning authority will seek the views of the Jamaica National Heritage Trust when the impact of development proposals on such a site is being assessed.

- POLICY SP C40 There will be a presumption against development on important archaeological sites except where the redevelopment of a substantially developed site is proposed. In such cases the planning authority will consult with Jamaica National Heritage Trust ensure that the development proposals incur the least possible damage. Where this is not possible, the planning application will not be approved.

- POLICY SP C41 Planning permission involving the loss of a building or feature of archaeological or historic interest will not be granted unless reasonable opportunity for recording its characteristics is provided before demolition begins.

- POLICY SP C42 The Planning Authorities along with the Jamaica National Heritage Trust will identify and seek to restore the use of structures, buildings, monuments and neighbourhood of historic or architectural significance as a means of enhancing their economic and cultural value.

Spanish Town, dates from 1534 and was first known as Villa de la Vega, later St. Jago de la Vega and then Spanish Town. The town is the oldest continuously inhabited city in Jamaica and was the country's capital from 1534 to 1655. When the English captured the island in 1655, Spanish Town remained the capital of the island until 1872 when this status was conferred on Kingston. Spanish Town still possesses memories of the past with its many historical buildings. The Emancipation Square is generally acclaimed to be the most impressive of its kind in the West Indies.

FIFTH SCHEDULE, *contd.*

POLICY SP C43 All development within the area prescribed as the historic town of Spanish Town should conform to the policies of the Jamaica National Heritage Trust.

POLICY SP C44 The local planning authorities will seek through their decision making process affecting land use and development to ensure that the design and character of a new building is, as far as possible in keeping with the scale and character of existing buildings around them.

Jamaica's railway system which began in 1845 with approximately 22km line from Kingston to Angels has had many of the railway stations become deteriorated. The architectural and historical value of what remains should however, be protected and preserved. These structures may be identified as suitable for various uses such as tourism, shopping and entertainment from which several benefits may be obtained.

POLICY SP C45 The planning authorities and the Jamaica National Heritage Trust will include a list of guidelines for development of multiple and appropriate adaptive use and reuse of these historic resources.

An essential feature of the built environment in the Spanish Town Historical district is the protection of the exterior feature of the buildings from unsympathetic change. The architectural character of an area can be enhanced by protecting those buildings which are important in their own rights or which has some special characteristic.

POLICY SP C46 The conversion or alteration of any existing building should be of a high standard of design and be in sympathy with the existing built environment.

POLICY SP C47 Alterations and extensions to buildings should respect the period, architectural characteristics and detailing of the original building including external features such as porches, and should use matching material.

Due to circumstances beyond the control of the authorities and the developers it may be necessary to develop a site completely rather than trying to save existing buildings. In such situation precautionary measures will be taken to retain the character of the area.

POLICY SP C48 The demolition of buildings of historic interest may be allowed when a large scale development is proposed and the design and character of the buildings cannot reflect the historic nature of the area.

FIFTH SCHEDULE, *contd.*

The special importance of buildings in the townscape or landscape may sometimes justify allowing it to be used for some purpose which would not normally be acceptable in that location to save it from damage or discordant development. Such an action should not be regarded as a precedent to allow other extraneous uses in the area.

POLICY SP C49 The local planning authority will ensure wherever possible the conservation of buildings with archaeological and historic features in town, village and countryside to prevent them from falling into ruins.

POLICY SP C50 The local planning authority will endeavour to protect and enhance all listed buildings, their settings and any features of special architectural or historical interest they may possess

If buildings in an area have a distinctive character and contribute to the street architecture then the design should be preserved and not be arbitrarily changed. For example, if a new shop front has to be provided it should be in keeping with the character of those already existing in the area. In dealing with applications it will be necessary to control the design and arrangement of buildings and structures, access and circulation, and relation to the surroundings to ensure efficient functioning and adequate protection to adjacent and nearby residential areas.

POLICY SP C51 The character of shop fronts and other commercial buildings which are of architectural or historic interest should be maintained and enhanced and others made to conform as much as is practicable.

Insensitively sited high buildings, especially those above two storeys in height (ground plus one floor) can often intrude upon pleasant views. These will therefore be restricted to the height of surrounding developments where their visual impact will be minimal.

POLICY SP C52 Proposals for high buildings within or adjacent to an area sensitive to their impact will only be approved if they exhibit an appropriate degree of sensitivity in respect of siting and scale.

POLICY SP C53 No permission will be given for the erection of high buildings within an area regarded as inappropriate for such buildings, or adjacent to sight lines between strategic view points and landmarks.

FIFTH SCHEDULE, *contd.*

TRANSPORTATION AND TRAFFIC

The development order area has numerous road networks which enhances the movement of people and goods islandwide. As of result of this it is increasingly important that the transportation infrastructures within Saint Catherine are at a standard which allows for maximum efficiency for all users.

Roads

Transportation by road is vital for the conveyance of people, goods and services both within and outside of the development order area. There are four categories of roads within the Development order area (see Appendix 6). If congestion is to be reduced and commuters safely transported, the necessary precautionary measures must be taken to ensure that adequate reservations are made and safeguarded for these roads from the intrusion of development.

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| POLICY SP T1 | All road reservations should be in accordance with the requirements set out by the road authority and no development will be permitted which would conflict with these reservations. |
| POLICY SP T2 | New and improved roads will be required to comply with the provisions set out in the Schedule of Road Standards with such other details of construction and design as required by the relevant road authority (National Works Agency). |
| POLICY SP T3 | Where a dual carriage way is intended but the present need is for a single carriage way, the first should be built in its ultimate position within the road reserve allowing the second to be located in its correct position later. |

It is important that buildings and other permanent structures be constructed at suitable distances from main and other roads so that they will not prevent future improvements to them and compromise the safety of buildings and structures. This also lessens the noise to residences from motor vehicles as it can be a disruptive element. In areas where existing reservations do not conform to the requirements and it is possible to do so, buildings will be required to be setback from the existing road reservation and no buildings will be allowed which could obstruct or cause greater expense to the Government for removal of same.

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| POLICY SP T4 | The local planning authority will seek to ensure that all developments adhere to the required setback from the main road improvement line as outlined by the National Works Agency. |
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FIFTH SCHEDULE, *contd.*

POLICY SP T5 The local planning authority 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 system. Care has to be taken to ensure that this can be accomplished through the adequate setback of buildings.

POLICY SP T6 No permanent development will be permitted within 4.5 metres of a service road boundary except in unavoidable circumstances.

POLICY SP T7 Where it is necessary to provide a service road in the future, owners of property in the area will be required to reserve part of the frontage of their properties for this purpose and to setback their developments accordingly.

There is a high volume of pedestrian traffic throughout several sections of the development order area primarily where many services are located in 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 T8 The planning authority will ensure that utility pole and installations to be placed in road reservations do not obstruct the free movement of pedestrians and vehicles. Where possible the lines should be installed underground.

Some of the sidewalks within the development order area are not suitable for traversing by the general public, disabled community and other vulnerable groups including children and the elderly. Objects such as benches, bollards, fire hydrants, grates parking meters and utility poles make a sidewalk difficult for vulnerable groups to traverse if they protrude into the pathway or reduce the vertical or horizontal clear space. The placement and position of these should all be done with the sidewalk design guidelines of the Jamaica Council for persons with disabilities.

POLICY SP T9 The local planning authority will facilitate the improvement of road infrastructure and sidewalks to improve safety for pedestrians and those with disabilities.

FIFTH SCHEDULE, *contd.*

POLICY SP T10 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 T11 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 some 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 T12 The corner of lots at intersections are to be splayed or rounded to facilitate visibility in accordance with the guidelines in Appendix 7.

The increase in the volumes of vehicular traffic has resulted in the expansion and/or upgrading of several roads. As a result of this greater consideration has to be given to direct access points onto main and arterial roads. These should be avoided or limited in the interest of safety and for the free flow of traffic. When considering such access the views of the National Works Agency will be taken into consideration.

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

POLICY SP T14 The laying out or material widening of a means of access will be permitted only where it does not constitute a hazard to pedestrians and other users of the highway and where it is possible for vehicle to enter and leave the premises in a forward gear.

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 T15 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 traffic on a primary distribution road.

FIFTH SCHEDULE, *contd.*

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 the area causing discomfort to the residents. This activity will be discouraged through the introduction of engineering and traffic management measures.

POLICY SP T16 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.

Although private motor car ownership is high in Jamaica there is still a considerable number of people who depend on public transport for local travel. The Jamaican Urban Transit Company (JUTC) along with other licensed transport operators provide public transportation that links various nodes within and outside of the development order area for both social and economic activities. Without this service a significant number of people would therefore be disadvantaged.

POLICY SP T17 Where large developments are being undertaken the local planning authority will support development proposals where adequate provisions are made for public transportation in the form of lay-bys and turnarounds within the development.

POLICY SP T18 The local planning authority will ensure that road improvements and traffic management schemes have regard to the provision for public transport.

POLICY SP T19 The local planning authority will encourage the use of public transportation as a means of reducing traffic congestion and will seek to ensure that the necessary provisions are made to widen this service delivery network.

In most instances 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. If possible the two carriageways should be arranged unparallelled and be landscaped in such a way to create an anti-dazzle screen of trees and shrubs. This would shield vehicle headlights from other motorists. The same precautionary measures should be taken when service roads are constructed parallel to main roads or highways.

POLICY SP T20 Where a dual carriageway exists or a service road is constructed alongside a main road or highway, the two tracks should be unparallel and the median landscaped where possible to form an anti-dazzle screen.

FIFTH SCHEDULE, *contd.*

POLICY SP T21	Special attention will be given to the relationship between service and other parallel roads to highways and main roads to ensure the avoidance of confusing dazzle to night drivers.
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Vehicular 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 may be 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 depend on the standards set out in Appendix 8.

POLICY SP T22	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 Figures 2, 3 and 4.
POLICY SP T23	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 T24	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 T25	When the use of any building is not specifically mentioned in the schedule of parking requirements or more than one use is involved, the planning authority shall determine the parking provision based upon the requirements for the use that requires the most parking.
POLICY SP T26	Where a building is divided by permanent construction into more than one use and occupancy the number of parking bays required shall be calculated separately for each use and occupancy.

The provision of public parking resides in the hands of the local planning authority. Although parking facilities have been constructed within the Spanish Town area the need for such facilities throughout the development order area is becoming increasingly evident.

FIFTH SCHEDULE, *contd.*

POLICY SP T27 The local planning authority will seek the introduction of controlled parking zones where parking problems are particularly serious and adversely affect the operations of shops and other businesses.

POLICY SP T28 The local planning authority will support the development of 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 the overflow parking from adjoining developments.

POLICY SP T29 The planning authority will seek to ensure that on-street, short-stay parking for shoppers and for the operational use of business where road conditions make this possible.

POLICY SP T30 Where the planning authority thinks it is necessary to protect the amenities of residential areas by means of on street parking controls, it will recommend that parking stickers be issued to residents in the area.

Special parking for people with disabilities will allow them to use their automobile to do business in town centres. The provision should be based on the guidelines provided in the parking standards in Appendix 8 and 9 and adopted symbol in Figure 2 should be displayed to prevent others from occupying the space.

POLICY SP T31 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.

POLICY SP T32 All parking spaces for the disabled shall be within easy reach of an exit and shall be so placed that the person using the space would not be compelled to pass behind other parked vehicles to access the building entrance, ramp or walkways.

For some high density housing developments parking is provided in car parks at convenient locations on the site. Where these are provided, car parks should be suitably sited in proximity to related units and should be provided at the rate indicated in Appendix 8. If not adequately supplied residents may have to park cars on the street or occupy spaces reserved for visitors; a situation which is not desirable.

FIFTH SCHEDULE, *contd.*

POLICY SP T33 The provision of parking spaces in residential development is to be in accordance with the standards set out in Appendix 8.

It may be possible to permit developments in areas without sufficient onsite parking where part of the requirements could be met in a nearby car park during times when it is significantly under used. The planning authorities should be given legal assurance regarding the availability and or provision of alternate parking arrangements. Notwithstanding, some onsite parking would still be required by these developments to meet operational needs and an element of customer demand.

POLICY SP T34 The planning authority will give due consideration to the dual use of parking areas for developments where the uses alternate in terms of time and scale; such uses should be made legally binding.

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

POLICY SP T35 Where it is not feasible to provide parking to meet the local planning authority's normal requirements on site, the planning authority will consider whether it would be acceptable to have the shortfall made good on an alternative site.

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 T36 Where the use or class of building is not specifically mentioned in the parking schedule the planning authorities shall determine the provision based upon the standards in the nearest category.

Educational institutions should not only conform to the parking regulations in Appendix 8 but should reserve an area on the 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 T37 An area should be reserved on the compound of educational institutions (separate from the parking area) for the picking up and dropping off children from motor vehicles.

FIFTH SCHEDULE, *contd.*

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

POLICY SP T38 All car parks shall be landscaped in accordance with the illustration set out in Figure 4.

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

POLICY SP T39 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 T40 Loading and unloading of vehicles may be provided at the side or rear of the premises in cases where it cannot be provided at the front, so that no parked or temporary halted vehicles will be on the road reserve to impede or endanger the movement of traffic.

Public Transportation Centre

The Saint Catherine Area Development Order Area is currently served by one major public transportation centre in Spanish Town with several satellite ones in proximity. There are however several smaller centres throughout the development order area located within the various local planning areas. These centres should be provided with the necessary facilities and amenities including those for the disabled.

POLICY SP T41 All transportation centres used by the public will be required to provide the necessary conveniences and amenities, including that for the disabled.

POLICY SP T42 The planning authorities will ensure that all transportation centres are properly lighted and secured before allowing public use.

POLICY SP T43 All transport centres or off street parking facilities related thereto shall be properly surfaced and drainage provided so as not to cause any nuisance or damage to adjacent property or roadways.

POLICY SP T44 All transport centres, parking lots and parking facilities related thereto shall be properly landscaped with materials which may be used as a visual medium and shall be maintained in good condition.

FIFTH SCHEDULE, *contd.*

The safety of persons, such as women and children using transportation centres especially 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.

POLICY SP T45	The planning authorities will not approve applications for the development of transportation centres unless the proposals are accompanied by plans showing the layout and design of adequate lighting and security features.
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MINERALS

Minerals are basic resources for development, the extraction of which can have positive or negative effects on the environment. Destruction of the landscape, destruction of the ecological balance, irrational mining practice has some possible effects when the activity is done in a haphazard way. However, there is a great demand for sand and limestone which is used in the construction industry. The following policies are therefore intended to safeguard the areas in which quarrying takes place.

POLICY SP M1	Physical development of a permanent or capital intensive nature will not normally be given permission on mineral bearing lands.
POLICY SP M2	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 M3	In considering proposals for development in proximity to mineral bearing lands or sites the planning authority will take into consideration the potential impact on the productivity (potential and present) of mineral bearing lands
POLICY SP M4	In the event that contemplated development might affect licensed quarry operations, the matter shall be referred to the Commissioner of Mines for advice or recommendation.

The Mines and Geology Division has delineated a quarry zone in Spanish Town and another in the Ferry area, that is, on the boundary of St Andrew and St Catherine. It is anticipated that under normal circumstances quarrying will only be permitted in this area and only after the necessary licenses have been obtained.

FIFTH SCHEDULE, *contd.*

The zone has been determined by the availability and quality of suitable material and is related to the consumption areas. However, there are some quarry sites outside of the zone which will remain in operation until their licenses are not renewed.

POLICY SP M5 Quarries must be located within the quarry zone as identified by the Commissioner of Mines, and this operation will not be permitted in any other location, except in extenuating circumstances.

The number of quarries operating in any area at one time will be controlled by the demand for the material. On completion of quarry operations it is expected that restoration of the quarried areas will take place in the shortest possible time and to the satisfaction of the planning and other relevant authorities.

POLICY SP M6 Mining and quarrying plans for all phases of extraction should be submitted to the Commissioner of Mines and all permissions obtained before any such activity commences.

POLICY SP M7 All mined out and quarried lands are to be restored in accordance with conditions of approval and to a vegetative state approved by the relevant authorities, or to a state which is satisfactory to the local planning authority and related authorities.

POLICY SP M8 In determining the proposed land use for rehabilitated lands, the highest and best use of the lands should be considered and the use must be compatible with the zoning and or surrounding land uses.

POLICY SP M9 Rehabilitation plans for each phase of extraction should be prepared and approved by the Commissioner of Mines and all relevant authorities.

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

POLICY SP M10 In dealing with quarry applications the local planning authority will take into consideration the impact of the activity on the surrounding areas and will not recommend their approval to the Commissioner of Mines where they will have adverse effects.

FIFTH SCHEDULE, *contd.*

POLICY SP M11 In the event that contemplated development might affect licensed quarry operation, the matter shall be referred to the Commissioner of Mines for his recommendation.

POLICY SP M12 Plant sites for the processing of quarry materials should be located as close as possible to the quarry sites and will be assessed in terms of their impact on the surrounding areas.

In some instances, land that is slated for future development may be quarried on a priority basis and prepared for development to the satisfaction of the local planning authority in consultation with the Mines and Geology Division. However, the quarrying of land shall not be construed as rendering the land suitable for development.

POLICY SP M13 Lands which are slated for development may be quarried on a priority basis and be prepared for development to the satisfaction of the planning authority.

Coastal sand (both inshore and offshore) should not be regarded as a source for extraction purposes. These deposits are not extensive and the rate of generation by natural means may not be as rapid as the rate of removal, resulting in the destruction of the beaches.

POLICY SP M14 Permission for the extraction of coastal sand will only be supported by the planning authorities in exceptional circumstances.

POLICY SP M15 The extraction of onshore coastal sand will not be permitted except under exceptional circumstances and sand extraction in such situations will be stringently controlled.

WASTE TREATMENT AND DISPOSAL

Sewage

The development order area is serviced by over fifteen sewage treatment facilities which are operated by the National Water Commission with the main facilities located in Old Harbour and Spanish Town environs. One of the obstacles to development within the development order area has been the lack of adequate infrastructure especially that of quality sewage treatment facilities and water.

The primary method of sewage disposal used for several years, especially in rural sections of the development order area, continues to be septic tanks with absorption pits. However in most urbanised areas the trend has been to ensure that developments are connected to a suitable system which treats to a tertiary level, this may be an onsite system or central sewer system which services a development or specific service area.

FIFTH SCHEDULE, *contd.*

POLICY SP WT1	The planning authority will ensure that all sewage treatment systems are designed to treat to a tertiary level.
POLICY SP WT2	The planning authority will ensure that all on-site sewage treatment plants are constructed to meet design and discharge standards set by the Natural Resources Conservation Authority and or other relevant regulatory bodies.
POLICY SP WT3	The developers of new development, redevelopment or extensions within a sewered area will be encouraged to connect to the central sewerage system.
POLICY SP WT4	The planning authority will seek to ensure the coordination of development with the provision of sewerage services and may not permit but phase the timing of development based on availability and capacity of sewage collection systems.
POLICY SP WT5	The planning authority, in consultation with the National Water Commission or private entities supplying sewerage infrastructure, will seek to locate and secure lands or easements for the accommodation of infrastructure to support the central sewerage system.
POLICY SP WT6	The planning authority will seek to ensure that the layout of new facilities, allows for future expansion and is in accordance with applicable planning standards.

There are sites which were developed without the adequate sewage facility, resulting in the pollution of the environment. To safeguard against this in the future it will be necessary that central collection systems be installed either individually or collectively for schemes within the development order area where these developments fall outside centrally sewered areas.

POLICY SP WT7	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.
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Areas in which there are no central collection facilities and where it is unlikely that this will be installed in the near future, although there is access to pipe water, should discharge their sewage by means of one of the methods approved for such

FIFTH SCHEDULE, *contd.*

situations. This should however, have regard to the type of building, lot size, soil characteristics, sources of ground water and topographical conditions existing in the area.

POLICY SP WT8 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 incorporated, or any other approved methods, where the soil is considered suitable.

POLICY SP WT9 For single family houses on lots of five hundred and eighty square meters (580 sq. m.) 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, or any other approved methods where the soil is considered suitable.

In locating waste treatment and disposal facilities care should be taken to ensure that they do not pollute or are in a position to pollute underground water sources. Minimum distances should be strictly adhered to although they should not be taken as the maximum.

POLICY SP WT10 Waste treatment and disposal facilities will not normally be located in the vicinity of an actual or potential well or source of domestic water supply where there is the possibility that these may become polluted.

POLICY SP WT11 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.

Wastewater Treatment

Due to high cost and the difficulty experienced in providing piped domestic water supply system, the recycling of grey water and the provision of rain water for secondary uses in buildings should be seriously looked at. Wastewater from basins, baths, and showers can be disinfected and used a second time to flush lavatories or water gardens. In this way domestic water consumption can be substantially reduced and control placed with the user making it less costly and more readily available especially during periods of drought.

POLICY SP WT12 The use of rain water and recycled grey water for some secondary uses in buildings will be encouraged and

FIFTH SCHEDULE, *contd.*

provision should be made for this in development proposals.

POLICY SP WT13 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 non-potable uses.

POLICY SP WT14 Developments having large landscaped grounds, golf courses, or management of public green or open spaces should make provision for the use of recycled water to water these areas.

POLICY SP WT15 The local planning authority will encourage the local authority to carry out the maintenance of storm water drainage systems and upgrading where necessary, particularly in light of climate change considerations (e.g. flooding, siltation and spread of mosquito-borne diseases).

Solid Waste Disposal

Solid waste in the Development Order Area is generated by the office and commercial activities such as shops, restaurants, hotels, along with the resident population. The Riverton Solid Waste Treatment and Disposal Facility services the Development Order Area. The planning authority will, in conjunction with the NSWMA, seek to employ the general principles of the waste hierarchy which consists of the following steps, in order of environmental priority: 1) minimizing waste, 2) maximizing environmentally sound waste reuse and recycling, 3) promoting environmentally-sound waste disposal and treatment, and 4) extending waste service coverage.

POLICY SP WT16 The planning authority, in consultation with the National Solid Waste Management Authority, will seek to locate and secure lands for the expansion of present solid waste disposal sites and/or the provision of new sites should the need arise.

POLICY SP WT17 The planning authority will not consider applications for the development of solid waste disposal or transfer sites unless they include approved site management plans including a closure plan.

POLICY SP WT18 On closure of landfills and transfer sites the lands should be restored for future use to the satisfaction of the local planning authority and any relevant authority within the specified time provided.

FIFTH SCHEDULE, *contd.*

POLICY SP WT19 Existing and proposed civic amenity waste sites and transfer stations should have satisfactory access; traffic routes to and from the site should not be detrimental to environmental sensitive areas and the activity should in no way be a nuisance to adjoining uses.

POLICY SP WT20 The planning authority will seek to ensure through the local authority that all public markets separate compostables for collection or develop managed compost areas on site.

Recycling has become increasingly important, both because of concern over global environmental issues and for economic reasons. Any form of recycling has land use implications as space has to be provided for the activity. This ranges from small recycling centres in housing developments and shopping areas to depot space for amassing, sorting, and handling recycled materials.

POLICY SP WT21 The local planning authority will seek to ensure that provision is made for recycling facilities in new developments to facilitate the safe storage of recyclable of waste.

POLICY SP WT22 In considering the location of sites for waste disposal and recycling the local planning authority will have regard to the potential impact and effect on the surrounding uses and the environment in general.

Solid waste can be disposed of using different methods. One of which is through sanitary landfills, where care has to be taken to avoid risks involving the pollution of water resources. However, careful screening can prevent any harmful effects. This method of solid waste disposal should therefore be encouraged in the Development Order Area instead of dumping.

POLICY SP WT23 Solid waste should be disposed of in landfill sites where possible and these should be located in areas where there will be no detrimental effect on surface or underground water resources.

POLICY SP WT24 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, a breeding ground is provided for flies and rodents. Although this tends to be more prevalent in commercial areas and activities, it is to a lesser extent applicable to residences. Precautionary measures should therefore be taken in the form of the provision of satisfactory receptacles on the premises.

FIFTH SCHEDULE, *contd.*

POLICY SP WT25 Commercial, industrial, office, and multifamily developments should provide vector and rodent proof receptacles on the premises for the storage and disposal of garbage.

POLICY SP WT26 Solid waste management plans showing the separation, use, and disposal of solid waste shall be submitted with development applications to the planning authority.

With the development occurring within the industrial sector it is possible that hazardous waste may be created. Adequate provision will therefore have to be made for the disposal of such waste should it occur, to ensure compatibility between industry and the environment.

POLICY SP WT27 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.

Consumer electronics—including televisions and other video equipment, computers, peripherals, audio equipment, and phones—comprise approximately one to two percent of the municipal solid waste stream in urban areas. Rapid growth and change in this product sector and increasing household incomes is expected to continue, thus leading to higher consumption of these products. As the use and type of electronic products change over time, the local planning authority must, in collaboration with the NSWMA seek to efficiently implement effective end-of-life management within the development order area.

POLICY SP WT28 The local planning authority will consider such factors as amenity and proximity to environmental receptors in assessing proposals for the storage and processing of electronic waste.

The collection, storage and transportation of scrap metal is controlled by the Trade (Scrap Metal) Regulations 2007. The diversion and recycling of scrap metal such as auto hulks, ferrous and non-ferrous and white goods (i.e. refrigerators, stoves and water heaters) from the general waste stream is desirable, however the siting of scrap metal storage and processing operations must be managed in order to ensure that their location and operation do not have deleterious effects on environmental receptors or reduce the amenity of the areas in which they are located.

POLICY SP WT29 In the assessment of applications for the development of scrap metal storage and processing sites, the local planning authority will consider such factors as amenity and proximity to environmental receptors, residential and employed populations.

FIFTH SCHEDULE, *contd.*

Where facilities are not adequate for the storage of household waste and other solid waste, a breeding ground for flies and rodents is created which threatens public health. Precautionary measures should therefore be taken in the form of the provision of satisfactory receptacles on the premises. The local planning authority will encourage the installation of waste separation facilities within developments which facilitate three-stream separation (waste, recycling, compostables).

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| POLICY SP WT30 | Commercial, industrial, office, and residential developments must provide vector/rodent proof receptacles on the premises for the storage and disposal of garbage. |
| POLICY SP WT31 | Onsite waste storage areas must be suitably constructed and located in order to facilitate safe access for the disposal and collection of refuse. |
| POLICY SP WT32 | Solid waste management plans showing the separation, use, and disposal of solid waste shall be submitted to the planning authority with development applications. |

Hazardous Waste

With increasing industrial development occurring within the industrial sector it is expected that hazardous waste will be created. Adequate provision will therefore have to be made for the disposal of such waste should it occur, to ensure that there compatibility between industry and the environment. Presently the NSWMA does not have any set collection days, locations to drop off or facilities to store or treat hazardous waste. Medical waste is also categorized as hazardous. Hospitals within the development order area presently dispose of medical waste through incinerators and or autoclaves.

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| POLICY SP WT33 | The planning authority will coordinate with the NSWMA to identify and secure suitable lands for the development of hazardous waste disposal site(s) for the safe storage, processing and or disposal of hazardous materials. |
| POLICY SP WT34 | Medical waste disposal facilities shall be constructed and designed to the required standards as set out by the relevant regulatory authorities and to the satisfaction of the planning authority. |

Household hazardous waste (HHW) may be classified as leftover or unused household products that contain corrosive, toxic, ignitable, or reactive ingredients these include paints, cleaners, oils, batteries, medicine and pesticides. The improper disposal of such substances by pouring down drains, on the ground, into storm

FIFTH SCHEDULE, *contd.*

sewers, or mixing with general household solid waste poses a threat to both human health and the environment. Presently, such items are for the most part, not removed from the general waste stream entering the Riverton Solid Waste Treatment and Disposal Facility. However, private entities do collect for disposal or export items such as used lead acid batteries, waste toner and cartridges.

- POLICY SP WT35 The planning authority will seek to ensure that provision is made in new developments for the storage, pickup and safe disposal of household hazardous waste.

Energy from waste

The National Energy from-Waste Policy 2010–2030 actively promotes the development of initiatives to generate energy from waste materials. Bagasse (waste from the sugar cane industry) presently constitutes over 30% of the country's renewable energy sources. The local planning authority should encourage the incorporation of energy-from-waste capacities into the design of developments which may include incineration of municipal solid waste, capture of landfill gas, production of bio-diesel, production of biogas using animal waste and wastewater sludge. This approach will not only reduce the volume of waste that must be disposed of, but will also generate clean energy.

- POLICY SP WT36 The planning authority will encourage the development of energy from waste facilities in suitable locations and where feasible will ensure that provision is made for this in new development proposals.
- POLICY SP WT37 Facilities for the extraction of energy from waste shall be designed and constructed to the required standards as set out by the relevant regulatory authorities and to the satisfaction of the planning authority.

ENERGY GENERATION AND CONSERVATION

The provision of reliable and sustained energy throughout the development order area is primarily the responsibility of the Jamaica Public Service Company Limited. This energy is provided through electricity which in itself is not sustainable as the country faces increase in world oil prices and demand with oil being one of the primary components in electricity generation. It is therefore imperative that alternate energy sources be identified and utilized. Energy conservation is necessary to reduce costs and also to promote environmental values. Encouraging energy conservation among consumers will be taken into consideration when dealing with development applications. This could best be reflected in the design, siting, orientation, and layout of buildings.

FIFTH SCHEDULE, *contd.*

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

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

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

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

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

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

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

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

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

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

FIFTH SCHEDULE, *contd.*

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

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

POLICY SP E9 The local planning authority will be mindful to grant planning permission for alternative energy sources provided the development including ancillary buildings and facilities will not cause serious harm to the ecology of the area or disturbance to any receiving or transmitting system in the area.

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

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

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

The Rio Cobre is one of the largest rivers within Jamaica and has been used to generate hydroelectric power in the past. The facilities are currently in ruin as they have not been maintained over the years.

POLICY SP E12 The planning authorities along with the relevant agencies will support the reintroduction of hydroelectric power generation in the Bog Walk Gorge and at other suitable sites within the development order area provided that such activities are not detrimental to the environment.

WATER SUPPLY

National Water Commission (NWC) produces over 1 billion gallons of water per month in the Parish of Saint Catherine through some thirty—four (34) wells and

FIFTH SCHEDULE, *contd.*

five (5) surface sources. The development order area also supplies some 3 million gallons of water daily to the Kingston Metropolitan Area. Hence it is extremely important to protect surface and ground water sources within the development order area.

A Water Supply Improvement plan has been prepared for the Parish by the National Water Commission which involves the carrying out of a number of water supply rehabilitation and upgrading works. A substantial portion of the proposed works is aimed at addressing the unacceptable level of Non-Revenue Water through the replacement of major sections of the aged and undersized water supply infrastructure and improvement in water supply pressure management.

POLICY SP WS1 The planning authority will seek to facilitate the development of or improvements to the potable water distribution system including pump and lift stations and reservoirs within the development order area.

POLICY SP WS2 The planning authority, in consultation with the National Water Commission or private water supply entities, will seek to identify lands or easements for the accommodation of infrastructure to support the water supply and distribution system.

The supply of potable water in the development order area is sourced mainly through thirty—four (34) wells indicated on Map 1 and five (5) surface sources (Rio Cobre, Rio Pedro, Mango Gully, Indian River, Rio Doro). In addition the Water Resources Authority has identified an aquifer protection zone which should as far as possible be safeguarded from any development which may reduce the quality and or quantity of water available from both surface and underground sources.

POLICY SP WS3 Permission will normally be given for suitably designed water treatment facilities at suitable sites to the satisfaction of the planning authority, and other regulatory bodies

There has been continued population growth and expansion of the productive sector within the development order area over the years. This growth has put pressure on the water system's operational ability to satisfy present and future water supply demand especially in the National Water Commission's identified major demand centres of Spanish Town, Bog Walk, Ewarton, Linstead, Old Harbour and Old Harbour Bay. To overcome this problem, several improvement projects are scheduled for these demand centres which are expected to impact positively on the service delivery.

POLICY SP WS4 The planning authority will seek to ensure the coordination of development with the provision of water supply services and may not permit but phase the timing of development based on the ability to supply potable water.

FIFTH SCHEDULE, *contd.*

It is imperative that water conservation and re-use is promoted and facilitated. The planning authority will encourage and facilitate the installation of water saving devices at residential, commercial, industrial and institutional developments and developers will be encouraged to install water saving devices which may include, low flow shower heads, Self-closing delayed action taps, and low flush toilets. In order to reduce potable water demand, applicants are advised and encouraged to adopt water conservation measures such as recycling where this is possible.

POLICY SP WS5 The planning authority will encourage the use of harvested rain water and recycled grey water for non-potable uses and will ensure that provision is made for this in new development proposals.

POLICY SP WS6 Developments having large landscaped grounds, golf courses and public green or open spaces must make provision for the use of harvested rain water and or recycled grey water for landscaping.

POLICY SP WS7 The siting, design and operation of harvested rain water and or recycled grey water systems shall be in accordance with applicable standards and guidelines and shall be constructed to the satisfaction of the planning authority and any other applicable body.

The reuse of grey water can help reduce demand for more costly high-quality potable water and reduce energy required for treating water along with the carbon footprint of water services. Reuse of grey water requires separation from sewage, which at present is not standard plumbing practice in the development order area, and therefore will require plumbing retrofits.

POLICY SP WS8 The planning authority will seek to encourage the incorporation of water conservation and recycling devices and technology in situations where new development, extensions and or alterations are being undertaken.

The use of treated effluent can be a valuable input for agricultural purposes and may assist in reducing water demand for irrigation and other non-potable uses. Recycling treated effluent has potential for enhancing soil fertility enhancement and fostering more sustainable agricultural practices. Where such treated effluent is to be utilized the treatment plant and effluent to be utilized must adhere to the required standards included in the Natural Resource Conservation (Wastewater and Sludge) Regulations 2013 and any other standard or regulation which may be developed from time to time.

FIFTH SCHEDULE, *contd.*

POLICY SP WS9 The planning authority will seek to ensure that wastewater treatment plants and treated effluent to be utilized for irrigation satisfies the standards required by the relevant authorities.

The surface water component of the Rio Cobre's flow is utilized for irrigation in the Lower Rio Cobre Basin. The Rio Cobre flow is diverted at Headworks into a canal system which irrigates an area of 116 km² in the central and eastern sections of the Saint Catherine plains. It is assumed that the diversion of the Rio Cobre at Headworks and the minor domestic uses within the basement aquiclude catchments fully utilize the reliable surface water yield of the Upper Rio Cobre Sub-Basin. The increased utilization of surface water flows within the basement aquiclude catchments is expected to result in reduced flows in the Rio Cobre.

POLICY SP WS10 The planning authority will normally permit agriculture and supporting development which employs sustainable practices and which does not have a deleterious effect on surface and ground water resources.

It is imperative that watersheds within Saint Catherine are protected from indiscriminate clearing and unsustainable practices, as the accumulation of excess silt in reservoirs have become of great concern; this reduces reservoirs' capacities and by extension reduces the overall piped-water supply.

POLICY SP WS11 The planning authorities will not support any development within critical watershed areas that will be detrimental to the quality and volume/flow of rivers which supply water to Dam Head, the two reservoirs in Spanish Town and any other facility which may be constructed in the future.

POLICY SP WS12 The construction of rainwater catchments and tanks will be encouraged by the planning authorities for residential and other developments especially in areas with and without public water supply.

The National Irrigation Commission Limited (NIC), was established in 1986 and became operational in May 1987. The chief role of the NIC is to provide Irrigation Services to the Agricultural Sector. The Rio Cobre Canal network services the development order area. Canal sizes vary depending on the required carrying capacity as dictated by the amount of customers to be served. The National Irrigation Commission has recommended a minimum setback of 5 metres on either side of the canal reservation for all buildings, livestock and crops. This reservation facilitates easy access for monitoring, repair and maintenance functions and when suitably vegetated can provide some protection from water pollution.

FIFTH SCHEDULE, *contd.*

- POLICY SP WS13 The planning authority will seek to ensure that development activities do not negatively impact the irrigation canal system or the quality and quantity of water supplied for irrigation.

URBAN ECONOMY

The development order area has a multifaceted economic base consisting of a wide range of economic activities inclusive of agricultural, industrial, manufacturing, commercial and service oriented industries. There is also the potential for growth and development in the tourism industry owing to the parish's rich history, heritage sites and several places of interest. Economic activities in urban areas continue to employ a large percentage of the labour force and contribute to social advancement of citizens. Notwithstanding, economic growth and urban expansion has to take place in an organized and sustainable manner.

- POLICY SP UE1 The planning authorities will seek to develop the urban economy of the development order area through reservation and the promotion of suitable sites for commercial industrial and office uses in local planning areas and other urban areas.
- POLICY SP UE2 Permission for the development of lands or buildings currently in employment are generating uses for non-employment purposes will normally be refused. Only in extenuating circumstances will permission be granted to use such land or building for other activities.
- POLICY SP UE3 The planning authorities will ensure that all large scale commercial developments in the development order area have no adverse impacts on the site to be developed or on neighbouring sites or developments in the area for which the proposal is submitted.

The planning authorities will encourage private investment to strengthen the economic role of local planning areas. It is important therefore that potential investors have confidence in the future prosperity of these areas. Major commercial activities outside of these areas will have to be controlled and business activities promoted within them instead.

- POLICY SP UE4 The planning authorities will give due consideration to proposals for new retail developments in local planning areas, which increase the range and quality of local retail facilities and services, and are readily accessible to residents of the development order area.

FIFTH SCHEDULE, *contd.*

POLICY SP UE5 The employment needs of the development order area will be met by identifying lands on the proposal map to accommodate the establishment of new commercial buildings and the expansion of existing business premises where necessary. Where these would have an adverse environmental impact or threaten the heritage of the area the Jamaica National Heritage Trust will be consulted.

The development order area has several industrial activities which are located based on the availability of raw material, ease of transportation and availability of labour. These range from light to heavy industries. Where hazardous processes are being undertaken it may cause potential danger to persons living and working in the surrounding area. Proposals involving hazardous industry will be given close scrutiny and will only be allowed after adequate consultation with relevant agencies.

POLICY SP UE6 Hazardous industrial processes or storage facilities will only be permitted in locations identified for such on the land use proposal map or where they will have no adverse impacts on the site to be developed or on neighbouring sites or developments in the area.

POLICY SP UE7 Development proposals for any hazardous industry or storage site will not normally be permitted where there is a significant number of people living or working in close proximity.

Mixed use development of residential and commercial activities are compatible in certain areas and may be permitted, provided that land uses are compatible and do not do a disservice or cause undue hardship to neighbours.

POLICY SP UE8 Mixed use development of residential, commercial or institutional activities in areas compatible for such may be allowed as long as the extent of development is permitted.

The existence of an informal sector must be recognized and planned for if we are to build a sustained, successful process of economic development in the development order area. Both the formal and informal sector contributes to the growth and development of The Order Area economic base and both needs to be supported.

POLICY SP UE9 The planning authorities will seek to ensure that lands are provided for the establishment of arcades and craft markets equipped with the necessary amenities to make

FIFTH SCHEDULE, *contd.*

the experience a more pleasurable and worthwhile one for both operators and customers.

Where large scale commercial or office development, restaurants including fast food outlets occur certain basic amenities, such as washrooms should be provided for the convenience of the public. The planning authorities will assess the proposal and ensure that the provision is adequate.

POLICY SP UE10 In considering large scale commercial and office development including fast food outlets certain public facilities such as sanitary conveniences, facilities for recycling and children's play area where necessary will have to be provided.

Fast food outlets, (take away hot food shops), restaurants and other similar establishments have important leisure and service roles. Such uses can however, cause problems to residents nearby because of odour, noise and other disturbances. Management of uses is therefore, necessary to ensure compatibility in the area in which they are located.

POLICY SP UE11 Planning permission will only be granted for suitably located fast food shops and restaurants where there is no potential detriment to environmental amenity. Appropriate hours of operations will be placed on this activity to protect residential amenity.

Night life is an important part of the urban fabric and contributes to its economic development. The activities at night also help to keep the urban areas alive and ensure a certain level of security. However, some forms of entertainment can be a nuisance to their neighbours hence, they have to properly screened and located and the related building and safety standards met.

POLICY SP UE12 Planning permission for entertainment facilities will not normally be granted where traffic problems are exacerbated, where it would be injurious to the health and amenity of residents or where a proposal is incompatible with the existing uses and function of the area.

POLICY SP UE13 Permission will not normally be granted for a change from a socio-cultural use such as cinemas, museums, etc., to other non-related uses except in circumstances where a replacement will be made in a suitable location and within a stated time period.

FIFTH SCHEDULE, *contd.*

With the introduction of technology many small scale businesses are now being carried on from home. This has lessened the need for business premises as the activity is such that it is unlikely to be detrimental to neighbours.

POLICY SP UE14 Proposal to use part of a residential building or a building ancillary to a dwelling, for business purposes will be permitted provided that the residential use will remain the main focus of the property and the residential appearance of the property is retained and such proposed use is not a nuisance to surrounding area.

Informal and mostly unapproved light and heavy industrial activities occurring in areas zoned for residential land use have become very prevalent. These industries are located in residential areas that are located along major roadways or are in close proximity to central areas. These activities include mechanical shops, auto repair shops and garages. They are an eyesore and do not operate in an environmentally sustainable manner. They consequently cause encroachment and noise pollution. These activities are known as bad neighbour uses and need to be placed in carefully designed areas.

POLICY SP UE15 New bad neighbour use developments or the intention of intensification of existing bad neighbour use areas will not be permitted.

POLICY SP UE16 The planning authorities will allow the establishment of these industries and related activities in areas where they will not have an adverse effect on the character of a neighbourhood or the environment.

There has been an increase of car marts all across the parish of Saint Catherine. As the economic base of the area expands, more of these car marts can be expected. In granting permission the sites will be assessed to ensure among other things that the free flow of traffic will not be disrupted, that customer parking is adequate and that access is safe.

POLICY SP UE17 Car marts will be allowed in appropriate locations where they will not disrupt the free flow of traffic and where they can provide adequate well laid out parking and display facilities.

Car repair activities are essential and provide opportunity for the employment of local people as well as being a community service. Approval for these facilities will only be given in areas where they have no adverse effects on adjoining residents or on the surrounding areas.

POLICY SP UE18 In considering application for car repair workshops and garages, car tyre and muffler repair services, regard

FIFTH SCHEDULE, *contd.*

will be given to the impact on the amenities of the surrounding occupiers particularly where residential accommodation is involved.

TOURISM

The development order area is not known for its dominance in the tourism sector as it is for its many industries including agriculture and its rapidly expanding urban centres. However, the development order area's historical significance presents the potential for enormous development within the tourism sector. The region may not be suitable for the 'sun, sand and sea tourist'; however, it may be highly attractive to those tourists demanding the more non-traditional activities, such as those showcasing culture, heritage, sports and adventure. Each type of tourism activity must be viewed as having the potential to boost and reinforce the other types. As the industry develops there may be a demand for more accommodation and attractions, hence, the need to ensure that the correct policies are applied at the onset.

POLICY SP TO1	Proposals for hotels, guest houses and other service accommodation will normally be permitted within built up areas, along the coast, and in areas identified or suitable for the purpose where the facilities are available to service this type of activity.
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POLICY SP TO2	Conversion of buildings of historic and architectural importance into tourist accommodation especially in the instance where they are in need of repair and where this would contribute to the conservation of the building will be supported.
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Although new development will not be supported in the rural area there may be occasions where the efficient operation of well-established activities justifies modest extensions. This may be acceptable if the size of the building or the activity is not increased significantly. Extension to existing buildings changes of use and small scale developments or existing developed sites such as redundant farm buildings to accommodate guest houses, bed and breakfast and self-catering accommodation will normally be acceptable. However, access should be suitable and the proposal implementable with no adverse effect on the character of the building and its locality.

POLICY SP TO3	Permission will normally be given for hotels, conference facilities, villas and other serviced accommodation, provided they are consistent with the planning requirements for the area in which they are located.
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FIFTH SCHEDULE, *contd.*

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, environmental and visitor management considerations being satisfactory.

The more rural sections of the development order area may be more welcoming to less domineering tourist accommodations and facilities; as such, in these areas, preference will be given to the development of guest houses and villas over that of hotels. Hotels however, may be considered in more urban and coastal regions.

POLICY SP TO5 Guest houses and villas will be the preferred resort development in the more rural regions of the development order area; compatibility must however be maintained with surrounding uses.

Compatible mixed uses such as situations in which residential and compatible non-residential activities occur on the same lot or where cottage industries are developed within communities will normally be encouraged. However it is expected that over time new standards and guidelines for the location of such development may need to be developed in order to preserve the character and amenity of residential areas

POLICY SP TO6 The planning authority will encourage mixed use development where this is appropriate , and will at all times ensure the residential amenities and areas of environmental importance are protected.

While tourism development facilities will be encouraged in the built up areas, the environment has to be safeguarded in the interest of local residents. These facilities will be encouraged in the urban areas and elsewhere. Small facilities such as bed and breakfast will be acceptable and will have the added benefit of affording compatible entrepreneurial activities at suitable sites.

POLICY SP TO7 In built up areas, development which improves or extends the range of tourist facilities will be permitted provided the development is compatible with the character and appearance of the locality and complements the amenities of nearby residents.

It is in the interest of the motoring and pedestrian public to have certain facilities established along heavily used roads and corridors 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 or pedestrian traffic.

FIFTH SCHEDULE, *contd.*

POLICY SP TO8 Indoor and open-air restaurants, cafes, tourist information facilities concessionary and or picnic areas, may be permitted at appropriate locations along roadways providing there is no conflict with conservation policies, local area policies, and the design being satisfactory to the relevant authorities.

The height of hotels, guest houses and other tourist facilities should fit into the environment in which they are being located. They should not be bulky and overbearing, 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 TO9 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.

POLICY SP TO10 Hotel and or guesthouse may be considered on lots zoned for residential use; in such cases, heights should reflect the residential character of the area, and the overall proposal should not impact negatively on the surrounding uses.

In some instances man-made and natural tourist attractions will need service facilities. These should be provided in a very unobtrusive manner and at a scale and intensity such that they do not detract from or have any harmful effects on the surroundings.

POLICY SP TO11 Tourism service facilities may be allowed in areas where man-made features are developed as attractions or in conservation areas providing there is no conflict with conservation policies and the design and other planning criteria being satisfactory to the relevant authorities.

TELECOMMUNICATIONS

The growth in communication technology has given rise to the erection of Cellular base stations, laying of cable, and other telecommunication apparatus and devices such as antennae and satellite dishes for both domestic and commercial use across the Kingston and St Andrew Development development order area. Telecommunication devices for commercial purposes are larger and more prominent than those for domestic purposes which have gotten smaller. 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 14.

FIFTH SCHEDULE, *contd.*

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| POLICY SP TELE1 | Base stations and transmission masts/towers will be approved in areas where they do not impact negatively on the environment and in which the land to be developed meets the necessary guidelines for the structures proposed as set out in Appendix 14. |
| 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.

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| 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 Authority 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/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.

An increase in the number of participants in the telecommunications industry has given rise to a proliferation of antennae not only in urban areas but more so in the rural areas. This equipment is tall and prominent and 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 antenna, radio masts and other telecommunications apparatus have to be installed, they will be considered 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 authority will facilitate the installation of telecommunication apparatus in new, residential, resort and commercial development where this is feasible.

POLICY SP TELE10 The planning authority 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 authority will need to be satisfied that the siting and external appearance of it and its apparatus will take into account existing and proposed landscaping, the impact on amenity and the impact due to noise and disturbance.

POLICY SP TELE12 In considering planning applications from licensed operators, consideration will be given to the possibility of sharing existing masts, replacing one with another

FIFTH SCHEDULE, *contd.*

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 facilities, normally have the need for 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 development or other domestic use have very little environmental effect and are mostly confined to satellite antenna. Normally a satellite dish of up to 70cm in diameter is permitted development and will not require planning permission. Those above this size 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 telecommunications devices are not compatible with historic or other heritage buildings or even townscapes due to their nature, permission may 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 (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 needs. In designing new developments telecommunication requirements, including the laying of cables should be considered to prevent installation at a later stage which may not be supported.

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

In dense developments it is customary for each block of units to have its own 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 telecommunications equipment advances, transmittal and reception equipment have become smaller and more powerful. In buildings where this equipment is to be installed, requirements should also be considered at an early stage to prevent non-conforming additions later on.

POLICY SP TELE21 Where possible the planning authority 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.

FIFTH SCHEDULE, *contd.*

GENERAL DEVELOPMENT POLICIES

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

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| 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 | <p>The planning authorities will not give approvals for major residential or commercial development:</p> <ul style="list-style-type: none">(i) outside of the urban built up areas except to satisfy a justifiable local demand.(ii) where adequate provisions have not been made for infrastructure and utility services.(iii) which will destroy the environment or which will sterilize or destroy the enjoyment of an important resource.(iv) which by virtue of any process generates smell, fumes and or, noise and would be a nuisance to existing and proposed development in the area in which it is to be located. |

The flora of the order area's landscape contributes to the unique vista of the parish. Such unique flora will be maintained in the development order area for its general amenity, ecological and economic value. The planning authorities will discourage development which requires the permanent removal of trees. In

FIFTH SCHEDULE, *contd.*

commercial or other similar developments where it may not be possible to retain trees during construction, their replacement will be required in the form of new landscaping with varieties adaptable to the environment and acceptable to the planning authorities.

POLICY GD 3 The planning authorities will refuse planning permission for development likely to result in damage to or the loss of trees which makes a significant contribution to character and appearance of an area except in extra ordinary circumstances in which case the site would have to be landscaped to the satisfaction of the local planning authority.

In order to preserve the visual and recreational amenities of the development order area, some parcels within urban areas will be zoned to preserve amenity and open space. 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 facilities for cultural use and necessary car parking facilities. This will improve the quality of leisure activities for residents in the development order area. Unrelated uses such as shops and houses will not be permitted.

POLICY GD 4 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 5 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 6 The provision of sites for facilities for a wide range of sports, arts and other activities will be encouraged in appropriate locations throughout the development order area to meet the needs of all residents.

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

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 uses which are in conformity with the requirements of this Order and the non-conforming uses will 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 extenuating circumstances. This does not obviate the fact that it will have to be removed eventually in such circumstances.

There are many activities which are important to residents of the development order area but at the same time can be an irritant to them and have detrimental effects on the environment. These uses are known as bad neighbour uses or backyard industries. They include, but are not limited to the dismantling, repairing and spraying of motor vehicles, and the storing and processing of minerals and building materials. These activities are normally conducted outdoors and should be accommodated on special sites away from residential areas. The planning authorities will seek to concentrate them in acceptable locations which will be screened and landscaped to minimize their impact.

POLICY GD 9 Uses that may be classified as being a bad neighbour use will be confined to the area(s) designated for such use on the land use proposal maps.

POLICY GD 10 New proposals that may be classified as bad neighbour use developments or the extension or intensification of existing bad neighbour uses will not be permitted.

POLICY GD 11 Planning permission will not be given for the establishment of any use which has been demonstrated to be or likely to be detrimental to the character of a conservation area.

POLICY GD 12 Planning permission will not normally be given for the establishment or extension of any use likely to be detrimental to the amenity of a locality, and any existing development so inclined will be encouraged to relocate.

There are areas within the development order area which because of poor drainage become flooded during heavy rainfall. These areas are not suited for residential development unless they can be properly drained. In some instances the situation is such that no development should take place on these lands. Careful assessment will be made of applications in these areas to ensure that development will not be flooded nor will they increase the risk of flooding due to excess run off.

FIFTH SCHEDULE, *contd.*

POLICY GD 13 There will be a general presumption against new development or the intensification of existing ones in areas, which are at risk from flooding unless the necessary acceptable mitigating measures can be taken.

Coastal flooding may be caused by extreme tides, storm surges, or a combination of these. In addition to flooding from surface run off, Old Harbour Bay is subjected to coastal inundation during periods of severe weather. Though coastal flooding is a natural phenomenon which plays an important role in shaping the natural environment and cannot entirely be prevented care should be taken when assessing developments in these zones. These events may also increase the erosion of natural defences such as sand dunes and shingle ridges, potentially exposing the areas behind them to a greater risk of flooding. With the present increases in global temperatures and specific vulnerabilities to sea level rise and the severity of storms which pertain to Small Island States such reduction measures are necessary.

POLICY GD 14 The planning authorities will ensure that flood risk is properly taken into account in the location of new development and that measures are taken to reduce the risk of flooding.

Wetlands provide essential ecological functions in coastal regions; including, but not limited to complex filtration systems, habitats, and coastal flood protection. Wetlands consist of herbaceous marshlands, mangrove forests, swamp forests, other lowland forests, and waterways.

POLICY GD 15 No development will be allowed in areas which would adversely affect the integrity and existence of mangroves or other wetland areas, except under extreme circumstances. In certain cases an environmental impact assessment may be required. Planning permission may be refused if adequate assessment is not provided, and or the planning authorities deem the proposal unacceptable.

Care will be taken to protect wetland ecosystems for their environmental and economic value. Developments will be assessed for their impact on these ecosystems and will not be supported if detrimental to the area. No large scale removal of mangroves will be allowed especially along the coast and where in exceptional circumstances this occurs, to prevent any net loss it may be required to replant an equal or larger amount.

POLICY GD 16 Where any removal or destruction of mangroves occurs on a property, to prevent any net loss an equal or larger amount shall be planted by the developer or owner to replace what is lost.

FIFTH SCHEDULE, *contd.*

Recreational activities such as golf courses, adventure theme parks and shooting ranges *etcetera* require a considerable amount of land and as such, care should be taken to ensure that sites selected for this purpose will not have a negative effect on the environment or intrude on good agricultural land.

POLICY GD 17 Recreational activities and other forms of development which require extensive land areas will only be allowed in locations where the environmental impact will be low. They should be sited on non-agricultural land and where roads in the vicinity are adequate to carry an increased traffic flow.

The majority of the organized recreational facilities that exist in Saint Catherine are of a specialized nature. These include areas such as, the Caymanas Golf and Country Club, and Polo Club, Caymanas Park (horseracing), and cricket grounds at Chedwin Park and Prison Oval. Given the relatively high cost of acquiring vacant lands for the development of such public recreational facilities, it is recommended that priority be given to the identification of government-owned land suitable for such development.

POLICY GD 18 The planning authorities will seek to ensure that suitable lands are secured and developed for active and passive public recreational use.

The Design of New Developments

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

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

POLICY GD 19 New developments will only be approved where the necessary infrastructure and amenities are available and where they conform to the requirements and guidelines set out in the Schedules and Appendices of this Order.

POLICY GD 20 Planning permission will not be granted for any development which would have a significant adverse effect upon the amenity and privacy of adjoining properties.

FIFTH SCHEDULE, *contd.*

POLICY GD 21 All single family detached dwellings shall be setback a minimum of 1.5 metre per floor or a suitable distance as may be determined by the planning authorities from time to time from adjoining property boundaries and buildings. The setback for two (2) and more storeys shall be greater than that required for single storey development.

There are certain establishments which are required to provide sanitary facilities for their patrons. Such requirements will be 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 persons with physical disabilities.

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

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 adequately landscaped, especially in commercial areas, and the bays should be practically shaped, allowing for the manoeuvring of vehicles.

POLICY GD 23 The provision of car parking should be in accordance with the requirements indicated in Appendix 9 to ensure adequate provisions of off street parking spaces. The standards and parking bays shall be provided in accordance with guidelines in Appendix 8 and no development will be approved that is not in conformity except in extraordinary circumstances.

The design of the approach to buildings is very important for the disabled as a poorly designed and maintained pavement can be very hazardous. Street furniture and the location of light poles are hazardous for the blind if not consistently positioned. Road crossings with dropped curbs and tactile surfaces will be safer for both the blind and those in wheelchair.

FIFTH SCHEDULE, *contd.*

POLICY GD 24 In determining planning applications the local planning authority will have regard to any external areas which should be designed to meet the needs of those with disabilities such as:

- (a) the choice and positioning of street furniture
- (b) the design, layout and construction of crossing facilities including dropped curbs, suitable for those in wheelchairs.
- (c) the layout and construction of pedestrian area
- (d) car parking

POLICY GD 25 All public buildings should be designed so that the disabled can access them easily and such designs should be consistent with the specifications within Appendices 8 and 9 and Figure 2.

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

POLICY GD 26 All new developments will be required to be designed and located in relation to the existing road network, and to provide satisfactory vehicular access, egress, and crossover and where appropriate, circulation within the site.

Where necessary, the planning authorities may request a plan containing details of existing trees (including location on the land, height, girth, and species) and wildlife habitats. It is important that these be protected during the period of construction and the planning authority will take appropriate steps in this regard. Trees which are destroyed during the period should be replaced, and the felling or lopping of trees along main roads will be controlled. Species to be used in ornamental planting shall not include noxious exotic plants and should include plants native to the area.

POLICY GD 27 Planning permission for resort, townhouse and apartment developments will be required to include landscaping proposal plans in their submissions.

POLICY GD 28 Felling or lopping of trees adjacent to main roads by any person or agency will not be freely permitted and such operations should not be undertaken except with

FIFTH SCHEDULE, *contd.*

the permission of the local planning authority or in accordance with any Tree Preservation Order.

- POLICY GD 29 New developments will be expected to conserve existing wildlife features and encourage the creation of appropriate wildlife habitats.

Storm water run-off from building sites onto roadways can cause interruption of the free movement of pedestrian and motor vehicles. Owners of properties, especially along major thoroughfares should ensure that surface water is intercepted and disposed of before it reaches the roadway. New techniques have been developed that effectively reduces storm water runoff from developments because of less paved surfaces; the use of these will generally be supported throughout the development order area where it is necessary and practical.

- POLICY GD 30 Developments will be required to dispose of storm water runoff from roofs and properties on their own property or under the side walk. No permission will be given for such storm water run-off to be disposed of unto the surface of the side walk or roadway.

- POLICY GD 31 Pervious parking lot techniques will generally be preferred where it is considered necessary and or practical to minimize surface runoff from a development.

- POLICY GD 32 In areas where caves, sinkholes, grottos are present they should be left clear to assist in the natural disposal of surface water and should not be used as sewage disposal facilities or amenity areas.

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

- POLICY GD 33 During the construction stage of a development all possible source of fugitive dust generation should be sprinkled to avoid the dispersion to surrounding areas. Trucks transporting construction materials are to be covered.

The local planning authority is keen to encourage mixed uses in urban areas. This could be in the form of different uses adjoining each other such as housing and employment or the living over the shop concept. In such situations it enables buildings to be used to their full potential and create a more flexible and vibrant town centre. Where land uses are incompatible example, housing and industrial activity the local planning authority will protect the amenities of the householders.

FIFTH SCHEDULE, *contd.*

POLICY GD 34 Where appropriate and subject to other policies of this Order the local planning authority will encourage mixed use developments. In all instances the local planning authority will continue to protect residential amenities and area of environmental importance.

POLICY GD 35 Where mixed use developments are allowed the development should not exceed that allowed for the zoned use.

Hotels and Guest Houses can normally be accommodated in residential areas without detriment to the environment, provided that their scale, appearance and traffic generation are consistent with the character of the area.

POLICY GD 36 In the built up areas, permission will normally be given for hotels and other service accommodation, provided they are consistent with other policies of the order.

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 development 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 37 In considering sub-division applications the planning authorities will pay special attention to the design of the road network and will ensure the coordination of the subdivision 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 38 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 39 The land required to be set aside to meet community needs in residential sub division should not be pieces left as unsuitable for housing development but land of appropriate dimensions, shape, slope and location in

FIFTH SCHEDULE, *contd.*

accordance with the requirements set out in Appendix 11, Residential Density, Standards and Control and Appendix 22.

POLICY GD 40

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.

In considering applications to subdivide land regard will be had for the nature and the character of adjoining development and the character and type of services which shall be undertaken by the applicant. The convenience, amenity and safety of the community are to be the paramount consideration in dealing with such applications. 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, the pace of development and the number of undeveloped lots in the general area and their rate of absorption will be taken into consideration. This will be necessary to ensure that development is promoted and the subdivision is not premature. Developers may have to satisfy seeding requirements. This is necessary to prevent land speculation and promote development instead.

POLICY GD 41

Subdivision applications will be assessed on the need for lots in an area and may be given a programme of phasing and seeding.

POLICY GD 42

Large scale urban style subdivisions in the rural areas will not be considered unless the proposer can satisfy the planning authority that such development is in no way premature in terms of local demand and that all required utility services can be provided without making demands on the relevant government agency.

POLICY GD 43

Where approval is given for a large scale development in rural areas the developer will be required to build or cause to be built within the proposed development site a specified number of dwelling units (expressed as a ratio of dwelling units to lots) within a specified time period and at a ratio to be determined by the planning authority.

FIFTH SCHEDULE, *contd.*

POLICY GD 44 Plot coverage and other requirements for the various types of buildings should be in accordance with the requirements in Figure 1, and the density zoning for the area. (See Map 2)

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

POLICY GD 45 Any development which is likely to have significant effect on the environment by virtue of its nature, size and location may require an Environmental Impact Assessment.

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, and the National Building Code as a reference in dealing with developments to which the disabled has access.

POLICY GD 46 The planning authorities will use the relevant sections of the Development and Investment Manual and the National Building Code as guidelines in assessing public developments accessible by the disabled and all developments should be designed accordingly.

New Settlements

It is anticipated that as industry, commerce and tourism grows, population growth is expected in the local planning areas. Population growth, along with restrictions in land use will eventually give rise to the need for new settlements. The new settlement pattern should be based upon development of these communities, rather than the opening up of new areas, and should be established in accordance with the guidelines and policies indicated in this order. Care will be taken to ensure that the unique qualities of the rural environment are protected and that they are not degraded by urban development pressure.

POLICY GD 47 The planning authorities will ensure that all new settlements are 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.

POLICY GD 48 The subdivision of land will be guided by the relevant Housing Policies and the other guidelines and requirements in Appendices 11 and 12 of this Order.

FIFTH SCHEDULE, *contd.*

In selecting sites for new settlements care should be taken to ensure that they are located in areas which will provide a healthy living environment. They should not adjoin existing or potential sources of nuisance and site conditions should be suitable for the erection of the type and scale of buildings contemplated.

POLICY GD 49 In dealing with applications for new settlements the planning authorities will only give consideration to those that are located in areas which will provide a healthy living environment.

All housing developments and subdivision of land requires that adequate lands be reserved for certain basic social amenities such as open space and should be developed and or constructed simultaneously with the housing units by the developer. Sites should not only be reserved but the development of such undertaken or caused to be undertaken by the developer. This is especially required where developments area located where such facilities are inadequate or where the scale of the new development would put strain on the resources presently offered. In addition to the Open Space requirements located in Appendix 11 of this Order, there are other facilities which are required by communities which are expected to be provided by the developer.

A list of the standard requirements for these community facilities is indicated in Appendix 11 of this Order. Steps should be taken to ensure that these fit into the government's overall plans for the area and that designs meet with the approval of the relevant authorities. Developers of new settlements should also ensure that adequate arrangements are made with the utility agencies for the services that are provided by them. This should be done in a timely manner so that the facilities are available to residents upon occupation of the development.

POLICY GD 50 Where new housing developments are being undertaken the developer will be required to build or cause to be built the amenities and facilities set out in Appendix 11 of this Order.

POLICY GD 51 The local planning authority will seek to ensure that facilities conform to the requirements set out in the relevant Appendices, that they available to residents upon occupancy and will grant no further approval for such development until there is compliance.

Any uncontrolled development on steep hillsides 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, control has to be exercised over development proposals to prevent the removal of trees and the construction of hard paving that contributes to excess runoff. The

FIFTH SCHEDULE, *contd.*

development order area is characterised by shallow soils and steep slopes in the volcanic north-eastern zone which makes that areas most susceptible to landslides especial at road cuts.

POLICY GD52 In hilly areas development shall be in accordance with the hillside development guidelines which may be developed from time to time. In these areas, the indicated density may, in relation to the physical conditions existing in the area, be varied by the planning authority see Appendix 21.

POLICY GD53 Where development proposals are being contemplated in potentially hazardous areas the local planning authority will require the submission of technical documents such as an engineer's report for consideration of the application.

POLICY GD54 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. In specific areas "no build zones" will be demarcated.

Excessive lighting

Excessive lighting of buildings, car parks, sports field causes sky glow, glare and trespass. This is usually caused by poor design and is a disturbance to neighbours.

POLICY GD55 The local planning authority will seek to minimize light pollution that causes sky glow, glare and light trespass by ensuring the scheme proposed demonstrate that what is submitted with the planning application is the minimum required to undertake the task.

Setbacks

Buildings generally have a setback from the property boundary that regulates the spacing of structures either from each other, the property boundary or other structures and uses within a development. Setbacks also allow for public utilities and emergency services to access the buildings. In residential developments, in order to provide privacy for residents and ensure that adequate lighting and ventilation can be obtained it is necessary to maintain setback from adjoining properties. The need to prevent overlooking and over shadowing of low rise development by developments consisting of multiple floors also requires that adequate setback and other measures be adopted.

FIFTH SCHEDULE, *contd.*

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|-------------|--|
| POLICY GD56 | Minimum setbacks from property boundaries are for residential development: See also Appendix 20. <ul style="list-style-type: none">(a) Single family development<ul style="list-style-type: none">(i) Sides—1.5 m per floor from property boundary.(ii) 3m from the rear or 1/3 the height of the building, whichever is greater.(iii) A minimum of 6m from the front to the satisfaction of the road authority.(b) Multifamily development—<ul style="list-style-type: none">(i) Sides—1.5m per floor from property boundary.(ii) 14.9m from the rear or 2/3 the height of the building, whichever is greater.(iii) to the satisfaction of the road authority. |
| POLICY GD57 | Minimum setbacks from property boundaries for Commercial development: See also Appendix 20. <ul style="list-style-type: none">(a) 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.(b) 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. |
| POLICY GD58 | Minimum setbacks from property boundaries for Office development: See also Appendix 20. <ul style="list-style-type: none">(a) Buildings located within business centres on lots identified for office use may be constructed with zero front lot line subject to |

FIFTH SCHEDULE, *contd.*

the approval of the road authority, the provision of parking and other required standards to the satisfaction of the planning authority.

- (b) Where compatible office development is contemplated for infill development in residential areas:

- (i) Rear—minimum of 6 meters.
- (ii) Side yards—at least 3 meters or a minimum of 15% of the width of the lot.

COASTAL DEVELOPMENT POLICIES

UNDEVELOPED COAST

The coastal zone of the development order area contains some of the least developed areas of that parish yet some of 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 planning practice 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 Saint Catherine.

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.

FIFTH SCHEDULE, *contd.*

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 given 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.

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.

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.

POLICY CD 7 There will be a general presumption against new industrial development along the undeveloped coast:

- (i) unless it can be demonstrated, through reasoned justification, that no other suitable site exists elsewhere along the developed coast or within existing settlements

FIFTH SCHEDULE, *contd.*

- (ii) unless it can be demonstrated through reasoned justification, that the social and economic benefits of the proposed development outweigh the potential detrimental impact on the undeveloped coastal environment.

POLICY CD 8 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 9 The planning authorities will take into consideration, the cumulative impact of developments when assessing proposals for development along the undeveloped coast.

POLICY CD 10 Development proposals for the establishment of industries such as certain types of agriculture aforementioned which will not adversely impact on the coast, will be supported provided that all else is in accordance with the other relevant planning requirements.

Several coastal lagoons are also found in the parish near Manatee Bay, Old House Point, Louzy Bay and Long Pond. There are also many ponds found at the base of the hillocks in the Lluidas Vale area. These provide a habitat for several wetland birds and also other aquatic life forms.

POLICY CD 11 The planning authorities will only allow recreational and service facilities and will not support any form of development that would adversely affect ecologically sensitive areas.

POLICY CD 12 The planning authorities will not normally approve the erection of any permanent structure, fences, or obstructions within 20 metres of any water body.

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 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

FIFTH SCHEDULE, *contd.*

monitoring of the adjoining land uses is necessary to maintain acceptable water quality standards, especially water bodies used for recreational purposes.

POLICY CD 13 Development along the coast or along inland water bodies and waterways will only be allowed by the planning authorities if such proposals would not be detrimental to the environmental quality of waters and the surrounding areas.

The Cabarita Point area of southern Saint Catherine which is located in the development order area of Saint Catherine is described as having three distinct habitats; a red mangrove forest, lagoon and mud flats. Adjacent to Cabarita Point is Galleon Harbour wetlands. A section of the southern part of the development order area has been incorporated into the Portland Bight Protected Area as declared under the Natural Resources Conservation Act (1991) as of April 1999.

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

POLICY CD 14 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 15 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 be 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.

POLICY CD 16 The planning authority will at all times ensure that the traditional uses of wetlands are maintained and that they are protected from the side effects of pollution from development particularly industrial effluent, sewage and sedimentation.

The mangroves and marsh lands located in the coastal region include Amity Hall, Salt Island Lagoon, Manatee Bay, Coleman Bay, Walker Bay, Cabarita Point, Long Pond, Hellshire Bay, The Flashes, Great Salt Pond and are important nesting

FIFTH SCHEDULE, *contd.*

grounds 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 coastal species.

POLICY CD 17 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 18 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.

POLICY CD 19 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.

Agriculture plays an important role in the economy of the parish. Some of the most suitable agricultural lands are located in the coastal zones of Saint Catherine. However, where these lands fall within the undeveloped coastal area they will be protected from development which will sterilize the land for agricultural use and/or cause harm to the coastal environment.

POLICY CD 20 Where permission is granted for agricultural development, the planning authorities will ensure that it is carried out so as to avoid any adverse effect on the surrounding marine environment.

Possibilities are that water sporting activities may become popular along the coastal area or within the harbour. Facilities on land may be needed to accommodate the watercraft, along with visitors' boats, space may also be needed to moor those owned locally. Locations for these facilities will be treated on its merit when permission is sought but should not conflict with the amenities or the 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 21 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.

FIFTH SCHEDULE, *contd.*

POLICY CD 22 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.

In addition to the tourism activities planned and currently taking place in coastal areas, there may be plans to construct a cruise ship pier or ferry pier. The potential for the development of cruise tourism in the development order area has been previously explored, particularly utilizing the existing ports at Port Esquivel and Rocky Point. Such facilities should include areas for recreational use by the general public and should improve the outdoor amenity provisions of the area.

POLICY CD 23 The planning authorities will normally support the provision of ancillary facilities for pier development along the waterfront, provided the amenities of the area can be safeguarded and there will be no adverse impact on the environment and adjoining developments

Islands, Cays and Shoals

Within the marine area of the development order area there are a number of coral cays, most support vegetation, and most areas are surrounded by sandy beaches. 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*). The cays identified as most important for turtle nesting are Big Half Moon Cay, Little Half Moon Cay, Big Portland Cay, Little Portland Cay, Sandbank Cay and Rock Cay (collectively called the Western Cays). It is proposed that these cays be protected as Wildlife Sanctuaries.

POLICY CD 24 (a) In developing cays for recreational activities, consideration should be given 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 shall be restricted during the main turtle nesting period of June to November.

POLICY CD 25 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.

FIFTH SCHEDULE, *contd.*

DEVELOPED COAST

Most of the development order area's coast comprises mangroves and the limited development that exists comprising mainly fishing villages. It boasts Jamaica's largest fishing beach i.e. Old Harbour Bay and the main bathing beach in the development order area is also located here.

POLICY CD 26 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 27 The development of beaches will be allowed to the degree that ensures their usefulness and safety without impairing their natural endowment.

Fishing has been a traditional economic activity in the community of Old Harbour Bay 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 28 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 29 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 30 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.

FIFTH SCHEDULE, *contd.*

POLICY CD 31 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.

A significant amount of persons especially in Old Harbour Bay depend on the fishing industry as their livelihood. The planning authorities will seek to protect local fishing beaches and support the improvement of facilities on the beach that will be able to cope with more modern fishing techniques.

POLICY CD 32 The planning authorities will seek to enhance and protect the beaches listed at Appendix 4 as public fishing beaches and only activities related to the fishing industry will be given planning permission at these beaches.

Overwater Structure Development

An Overwater Structure is defined as a whole constructed unit suspended above the surface of a water body. The following are general guidelines for the development of overwater structures intended to provide guidance for developments/project proponents from the project concept phase. Detailed and specific conditions and guidelines will be provided on a case-by-case basis as part of the development application's review process. These guidelines, while being flexible, are intended to ensure that planning takes place in a sustainable and harmonious manner, and that marine resources are protected from construction and operation-related activities.

POLICY SP OWS1 The developer of any overwater structure must obtain the necessary licence and permit from the Natural Resources Conservation Authority (NRCA) and the required planning approval from the planning authorities before proceeding with the development.

POLICY SP OWS2 The development of overwater structures will not be permitted in the following areas:

- (a) Areas within 100m from a coral reef;
- (b) Declared public, bathing and fishing beaches;
- (c) Fish sanctuaries;
- (d) Marine protected areas;

FIFTH SCHEDULE, *contd.*

- (e) Navigational channels;
- (f) Within 100m of river mouths and drainage features;
- (g) Areas within 30m of mangroves and riparian forest;
- (h) Exposed and high energy coast line;
- p(i) Within 30m of underwater infrastructure e.g. cables and pipelines;
- (j) Proposed development areas with 30% or more of sea grass coverage.

POLICY SP OWS3	The location of an overwater structure must not conflict with zoning objectives, Conservation Management Plans, or other management measures within a zoned area.
POLICY SP OWS4	All potential developments will require an Environmental Impact Assessment (EIA). The Terms of Reference of the EIA will address concerns specific to the development and must be approved by the National Environment and Planning Agency (NEPA).
POLICY SP OWS5	The design and outlay of the overwater structure must be such that it blends with the natural surroundings and maintain as much as possible a tropical look and should be of “Green Buildings” standard (Passive Climatic Design).
POLICY SP OWS6	All developments on the seafront property will be required to leave as land reservation an area of usable land equivalent to or larger than the area of the footprint of the overwater structures to be located on the sea front property.
POLICY SP OWS7	Only a maximum of 20% of the total length of sea frontage will be permitted for overwater structures; and, the footprint of the overwater structures area shall not exceed 20% of the developer’s property.

FIFTH SCHEDULE, *contd.*

RURAL AREA POLICIES

The development order area has a unique topography. There are predominantly hilly lands to the interior/northern sections and flat lands towards southern sections. Interspersed between these are valleys with rich alluvial soils suitable for agriculture and other related activities. Lands of high agricultural quality need long term protection to safeguard food supply, not only for the development order area but for national consumption and export. Areas which are significant for agricultural purposes will have priority over all other interests except areas of nature conservation interest and high landscape value.

POLICY RAP 1 The planning authorities will give long term protection to areas of special significance for agriculture over other planning consideration except in those areas of nature conservation and high landscape value. There will be a presumption against development which diminishes the amount of productive agricultural land within the area of special significance for agriculture. This consideration will be informed in part by food security considerations occasioned by climate change.

POLICY RAP 2 Development which will cause a loss of productive agricultural land or reduce the viability of farm buildings will not be permitted unless it can be demonstrated that the need for the development overrides agricultural considerations and no alternative site on non-agricultural land is available.

POLICY RAP 3 Proposals for the change of use of agricultural buildings may be considered if the activity does not require substantial alterations to the building such that it may if required, be returned to agricultural use. Planning applications should be sufficiently detailed to ensure that the impact of can be accurately assessed and the building therefore protected.

Where there is a need for a limited number of new houses in a village to help local people to remain there, it should be possible to meet such needs. Limited house construction will however occur as a result of permission on unidentified sites. The process should be accretionary and should not result in suburban type housing developments being erected throughout the rural area.

POLICY RAP 4 Residential development will be allowed in the built up area in some villages. It should be small scale and should avoid the appearance of a housing estate. Any residential development in villages should respect the village environment using local material as much as possible.

FIFTH SCHEDULE, *contd.*

The erection of a dwelling in the countryside for someone who needs to live there may occasionally be necessary. However, as a general rule very little residential development should take place outside the urban boundaries.

POLICY RAP 5 Residential development outside the urban area will be strictly controlled and permission will not normally be given for “rounding off” the extension of isolated groups of houses or consolidating linear or sporadic development.

Conserving the productive land resources of the development order area 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 on agricultural production that will have to be considered.

POLICY RAP 6 The local planning authority will attach major importance to the need to safeguard agricultural production in all decisions concerned with development in rural areas and will seek to ensure that fragmentation through the subdivision of agricultural land into unproductive units does not occur.

Some types of agriculture involve intensive development requiring large buildings. The design and siting of these requires particular care to ensure there is no adverse effect on agricultural land and farming.

POLICY RAP 7 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.

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 8 Any form of agricultural development which is 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.

FIFTH SCHEDULE, *contd.*

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 9 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.

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 10 Proposals for new residential development outside of local planning area and villages will be permitted only if it is rural in character and will not conflict with the appearance of the area in which it is to be located.

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. 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 11 Permission will be granted for the establishment of small scale social facilities to meet community needs outside of local planning areas.

At times people are desirous of constructing new homes in isolated sections of the rural areas. This acts as a catalyst for the development of other residents setting of a chain reaction and ending in a new village without any form of 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, justification will be required for planning permission to be granted. In all situations the economic viability of the farm will be paramount in assessing the application.

POLICY RAP 12 Dwellings will not be allowed in isolated areas except where it is necessary that a farm worker or the owner be accommodated on the holding and where it is an economical viable farming unit.

Recreational and leisure activities sometimes need land ranging from small areas for playfields to intensive areas for golf courses. These should not only be compatible

FIFTH SCHEDULE, *contd.*

with the area in which they are located, but should provide and consolidate the strategic gap between towns.

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| POLICY RAP 13 | Proposals for recreational development in rural areas will normally be permitted if it does not negatively impact the character and appearance of the surrounding area or conflict with agriculture. |
| POLICY RAP 14 | <p>Consideration will be given to planning applications that will require large tracts of land especially in rural areas for recreational use such as golf courses where:</p> <ul style="list-style-type: none"> (i) the development will not result in the appreciable loss of good agricultural lands. (ii) the proposal would not have an adverse impact on areas designated for conservation and other environmental purposes. (iii) the proposal would not have an adverse impact on historic buildings. (iv) roads in the vicinity are adequate to carry an increased traffic flow. |

Rural Economy

The development order area strives on a diverse rural economy. There is a developed agriculture industry, a strong mining sector, manufacturing, fishing and the potential for a viable tourism sector. Agriculture remains one of the main sources of employment with significant contribution to the economy of the development order area. Sugar cane is cultivated extensively with citrus, bananas, coconuts and other cash crops which are planted for both domestic and commercial purposes. Fishing and dairy farms are also significant contributors to the economy of the development order area. Given the key role of agriculture in rural development and food security, it should be a priority area for the planning authorities. It is important that lands of high agricultural value be protected and rationalized to safeguard the economy of rural areas.

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| POLICY RE 1 | Land of agricultural potential will be preserved and conserved for productive agricultural use and priority will be given to agricultural uses over other planning considerations. |
| POLICY RE 2 | There will be a presumption against the fragmentation of good agricultural lands which diminishes the amount of |

FIFTH SCHEDULE, *contd.*

productive or potentially productive agriculture land in rural areas.

It is common for development on poor agricultural lands to encroach onto good agricultural lands that are in close proximity. This occurs because of the pressing demand for uses other than agriculture and in many cases the agricultural use is sacrificed.

POLICY RE 3 The planning authorities will not normally support development on poor agricultural land if it will in any way jeopardize the existence of good agricultural land.

There are a number of agricultural activities that do not require lands with good soil quality. In these situations land of lower capability may also be used for agricultural purposes especially in the rearing of animals such as pigs and the keeping of poultry.

POLICY RE 4 Activities such as poultry and pig rearing which are intensive agricultural uses not dependent on soil capability and which contributes significantly to the rural economy will be encouraged on the lower grade agricultural land where it is possible to do so.

Agriculture has been and will continue to be a major contributor to the economy and livelihood of some residents in rural sections of the development order area. There are several large land holdings on which extensive farming is practiced. The situation may arise in which it will be necessary to subdivide large agricultural holdings to allow farming on smaller size plots. This should not in any way affect the agricultural potential of the parcel which is being subdivided and to prevent fragmentation should be a minimum of two hectares in Classes I – III. In Class IV and above the size is expected to be increased. Where land is required for activities other than that pertaining to agriculture class IV and above should be used. For agricultural purposes land is classified into the categories shown in Appendix 18.

POLICY RE 5 In order to prevent the fragmentation of good agricultural lands Classes I—III under normal circumstances lot sizes should be a minimum of 2 hectares for crops and grazing animals on soils of high capability with sizes increasing considerably on soils of lower capability.

The undertaking of agriculture as a viable enterprise requires the provision of markets and other distribution outlets in convenient locations. Where these are necessary the planning authorities will support them.

POLICY RE 6 Development will normally be permitted where this is proved to be necessary for the distribution of produce to and from local farms and where they are not in conflict with any planning standards.

FIFTH SCHEDULE, *contd.*

Expansion of the rural economic base is essential and can be achieved through the diversification of farm business and the reuse of redundant buildings for various purposes. However, the location of these buildings is of major importance in justifying their use and will not be encouraged in areas where they will cause the movement of extra traffic onto unsuitable rural roads.

POLICY RE 7 Recreation, light industry, educational and tourist related business will be supported within redundant farm and institutional buildings provided such change would not in any way be detrimental to the character of the countryside or surrounding areas.

With the thrust in eco-tourism it is inevitable that some related development will take place in the rural areas. It is therefore necessary that any adverse impact on the various resources of the rural area be kept to a minimum. The way developments fit into an area is essential in preserving its character.

POLICY RE 8 Any development which is allowed in the rural areas (including agricultural and horticultural building for which planning permission is required) will have to be designed and sited in such a way that any adverse effect on farming or public enjoyment of these areas is kept to a minimum.

Tourism related activities may be encouraged by the planning authorities in specific rural areas. This could widen the base of the rural economy and prevent over dependence on agriculture. These will include guest houses, villas or cabins, or other suitable holiday accommodation, and small businesses. These developments should not be detrimental to the rural environment or the surrounding uses of the area.

POLICY RE 9 Extensions to existing buildings or the erection of new ones to accommodate guests and appropriate small business activity will normally be supported by the planning authorities provided that there are adequate amenities and the character of the building and its locality will not be affected.

The development of craft industries in the home especially for sale to tourists can bring added income to families with the requisite skills. These should not be unneighbourly activities and should at all times be appropriate environmentally for the areas in which they are being undertaken.

POLICY RE 10 The planning authorities will support the establishment of small scale craft industries or other income generating activities in homes or adjacent to a rural settlement

FIFTH SCHEDULE, *contd.*

where they are of the type which will not be a nuisance to neighbours, or have any adverse impact on the environment or result in the loss of good agricultural land.

Several persons travel to large shopping centres in urbanized Spanish Town and Kingston on a weekly basis to shop. The numbers have been declining however due to the increase in the establishment of shopping facilities in suburban and rural areas. However, much daily shopping is done at small establishments located in the rural communities and in outlying growth centres. Wherever there is a demonstrated need, proposal to establish these will normally be supported.

POLICY RE 11 Proposals for improvements to local shopping facilities or the establishment of a new one in villages and growth centres where the need exists will be normally supported by the planning authorities.

The development order area is one of Jamaica's major centre for industries. There are large production plants in Spanish Town, Ewarton and Bog Walk. Old Harbour Bay has the largest power plant in the island and several factories. Twickenham is another industrial zone with several factories and light industries. Factories and industrial plants are some of the biggest employers in the development order area.

POLICY RE 12 The planning authorities will normally support proposals for the improvement of industries or the establishment of new ones where they strengthen the rural economy, as long as they will not compromise the character of the area, or impact adversely on the environment or have a negative effect on surrounding uses.

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

POLICY RE 13 Development proposals which will prevent or obstruct the extraction of minerals which is important to the economy will not be supported by the planning authorities except in extenuating circumstances.

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. Plants will have to be located where they can facilitate the processing of these agricultural products.

FIFTH SCHEDULE, *contd.*

- POLICY RE 14 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, impact adversely on the environment or have a deleterious effect on surrounding uses.

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 RE 15 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 RE 16 Dwellings of a temporary nature for special agricultural workers outside existing settlements and in particular location of 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.

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

- POLICY RE 17 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.

FIFTH SCHEDULE, *contd.*

Self-employment adds to economy and viability of rural communities. The planning authorities will support such activities where it is not detrimental to the area in which it is located.

POLICY RE 18 The planning authorities will support small scale home industries provided that such development will not compromise the character of the area, be detrimental to the environment or a nuisance to neighbouring uses.

A significant amount of persons especially in Old Harbour Bay depends on the fishing industry as their livelihood. The planning authorities will seek to protect local fishing beaches and support the improvement of facilities on the beach that will be able to cope with more modern fishing techniques.

POLICY RE 19 The planning authorities will seek to enhance and protect the beaches listed at Appendix 4 as public fishing beaches and only activities related to the fishing industry will be given planning permission at these beaches.

There has been a decline in the local output from ocean fishing. This can be attributed to over-fishing of the inshore banks coupled with a reliance on traditional fishing techniques over the years. Fishermen will now have to look seriously at the alternative mariculture and or inland fisheries in an effort to sustain their livelihood. The planning authorities will support the establishment of mariculture proposals and inland fisheries in suitable locations. The relevant authority/authorities will have to closely monitor such ponds as they could be environmentally incompatible especially where large scale excavation has to be done and streams diverted to supply them with water.

POLICY RE 20 The planning authorities will ensure that fish ponds and related facilities are located and established in suitable locations where they are compatible and will not have any detrimental environmental effect.

Greenhouses and other large buildings for intensive agricultural production is often used for a fairly limited time. 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 RE 21 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 to be located near to housing.

FIFTH SCHEDULE, *contd.*

- POLICY RE 22 There will be adequate setbacks put in place to protect riverine areas from contamination from agricultural lands and to protect life and livelihoods from flooding in line with climate change considerations.

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 development order area is controlled. Special attention will be given to, access to, and egress from roads and the relation of these to traffic intersections, the design, appearance and location on the site of buildings and ancillaries, the location of the proposed site in relation to existing or proposed development and the planting and protection of grass, trees and shrubs. In addition to the policies outlined below, these developments will have to adhere to the guidelines listed in the Appendix 10 hence the section should be used in conjunction with it.

- 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 access to and egress from such roads.
- POLICY PFS 3 The layout and design of all filling stations should be in accordance with the guidelines in Appendix 10.

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 areas where they can add to their economic activities and provide a service. Consideration will therefore be given to their placement to ensure that there are no adverse effects on the residents, adjacent development and traffic flow.

- POLICY PFS 4 Permission will only be given for new petrol 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.

FIFTH SCHEDULE, *contd.*

The hazards associated with the emission of benzene (a known carcinogen) can be minimized by the use of vapour recovery pump. Where petrol contains benzene then mitigatory 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 shall be controlled in accordance with the Town and Country Planning (Control of Advertisement) Regulation, 1978. Hoardings or other similar structures used or adopted for the display of advertisements or other public notices constitute development for which planning permission 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 however be assessed according to their location and siting, dominance in the street scene and where appropriate illumination, in addition to the above.

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

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

- (i) whether it is an appropriate location given the character and appearance of the surrounding area.
- (ii) the general siting, size and dominance of the proposal and its impact upon the amenity of adjacent property.
- (iii) all relevant road safety considerations.
- (iv) the design, siting and illumination of advertisements within conservation and heritage areas 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 in the above policy and the guidelines in Appendix 17.

FIFTH SCHEDULE, *contd.*

LOCAL AREA PLANS

A major objective of the St. Catherine Area Development Order is to provide for the orderly and progressive development of the Order Area and Local Planning Areas as described in the First Schedule. There are several places within the development order area which are currently under pressure of development whilst other areas due to their rural nature require special policies aimed at preserving agricultural lands and managing development within the prescribed boundary. The Local Area Plans are meant to provide more specific development guidelines for each local area.

SPANISH TOWN LOCAL AREA PLAN

Description

Spanish Town, the capital of Saint Catherine houses the core administrative and commercial functions of the parish. In 1994, the historic district of the town was declared a national monument in order to best preserve historical and architectural features which dominated the area. The Spanish Town Local Planning Area extends from the Angels Estates in the north including the Green Acres and St. Johns Heights communities, Innswood and Chedwin Park to the west, the Central Village community to the east and the Corletts and Horizon Park communities to the south.

In 2011 the population of Spanish Town stood at 147,157 persons and has been experiencing population increases over the last 20 years. During the period 1982 to 1991 the area recorded an increase from 87,975 persons to 110,379 persons. In 2001, STATIN reported a further increase to 131,517 persons which represented an annual growth rate of 1.9%. At this current growth rate the population of Spanish Town is anticipated to reach 184 persons by 2030.

TRANSPORTATION

Public Transportation and Traffic

The Spanish Town Local Planning Area acts as a major point of transit for commuters throughout the parish as well as for inter parish commuting. There are four major transportation hubs in this local planning area, two of which are used solely by route taxis, the remaining hubs are used by the Jamaican Urban Transit Company (JUTC), stage carriers and route taxis. The hubs are located within the core and provide links to other areas within and outside of the town and the parish.

POLICY ST T1	The local planning authority will seek to regularize and upgrade transportation centres and ancillary amenities and facilities from time to time in order to improve service
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FIFTH SCHEDULE, *contd.*

to both commuters and operators who use this service.

- POLICY ST T2 The planning authority will, in conjunction with the relevant authority, seek to identify and or acquire lands in suitable locations within the local planning area to facilitate the development of multi modal transportation hubs.

Public transportation centres usually have a considerable amount of vendors. Their movement at times hinders the efficient circulation of vehicles within transport centres. The local planning authority will ensure that the authority responsible for its operation take the necessary steps to provide the requisite facilities for commuters.

- POLICY ST T3 The local planning authority will seek to ensure that the transport centres are provided with amenities necessary for the use and comfort of all commuters, including the disabled, by the provision of snack counters and toilet facilities including regulation of vending activities.

Road Network

The road network within the core of Spanish Town was designed based on a grid iron system which facilitates both vehicular and pedestrian movement throughout the town. The streets however, are very narrow with no sidewalk reservation resulting in congestion when motorists park along the thoroughfare. This situation is being alleviated through traffic management schemes which will involve the conversion of two way streets into a series of one ways.

- POLICY ST T4 The local planning authority will, in consultation with the National Works Agency or any other relevant agency, develop traffic management plans to include the conversion of appropriate roads in the town of Spanish Town into a series of one way systems.
- POLICY ST T5 Development proposals which would likely create or worsen traffic conditions to an unacceptable level will not be permitted unless satisfactory mitigation measures can be provided.
- POLICY ST T6 Where possible the local planning authority will seek to ensure that adequate sidewalk facilities are provided in areas where lacking and where the safety of pedestrians, including the disabled, is threatened.
- POLICY ST T7 The local planning authority will seek to ensure that within the Spanish Town local planning area, all

FIFTH SCHEDULE, *contd.*

intersections with the bypass and the highway have proper lighting and road signage installed.

Two toll roads (highways) and the Spanish Town Bypass traverse the Spanish Town local planning area and consequently development can be expected along these roadways. Permission will not be given for direct access to or egress from them. Any development proposals along these corridors will have to be from a system of service roads connecting to collector streets leading to entrance and exit points for the highway and bypass road.

POLICY ST T8 Developments along the Highway 2000 and the Spanish Town Bypass will not be approved by the local planning authority unless it has its own system of service roads and meets the requirements of the general development policies in this Order dealing with Transportation.

Vehicular Parking

Like many other regional centres, the Spanish Town Local Planning Area is faced with a parking problem. This is due to the legacy of the town's design which consists of narrow carriageways, and limited road reservations as well as almost non-existent parking facilities.

The major thoroughfares within the local planning area are heavily used by motorists and pedestrians alike and are generally congested throughout the day. The local planning authority has implemented traffic management systems to alleviate the levels of congestion along these roadways and will continue to do so.

POLICY ST T9 To avoid congestion and facilitate the free flow of traffic, the planning authorities will not support on street parking along roadways not demarcated for such activities

POLICY ST T10 The planning authority will ensure that all development proposals provide the required parking allotments within the curtilage of the development site, including parking for the disabled, as outlined in Appendix 8 of this Order.

Where onsite parking is not provided, "on street" parking will be allowed only on a short term basis to permit as many users as possible to have access to business places without any parking provision. Those who intend to stay for longer periods should make use of other parking arrangements which may be provided.

POLICY ST T11 The planning authority will seek to extend and improve the system of managed on street car parking provisions in areas which may be designated from time to time.

FIFTH SCHEDULE, *contd.*

Where a developer owns or has access to more than one parcel of land in an area and is unable to meet the parking requirements on the one being developed, the parking may be placed on the other site if it is within a reasonable distance. However no development will be allowed on this site that would affect the parking spaces and any new development would be limited to the remainder of the site and would be required to provide its own parking.

POLICY ST T12 Proposals for developments which cannot provide the parking requirements on site will be allowed to do so, on property in close proximity. Only the remainder of any such property can be developed otherwise and it would have to provide additional parking for any such proposal. (See also SP T34)

POLICY ST T13 All new developments having outdoor parking lots shall make use of green and or permeable parking surface techniques.

Railway

The use of railway as a means of public transportation has not been used within Jamaica for some time except for its brief reintroduction in 2011. However, it is still being used in the bauxite industry which also traverses the Spanish Town Local Planning Area.

POLICY ST T14 The local planning authority will support the restoration of railway transportation within the development order area by taking the necessary steps to preserve the existing infrastructure in conjunction with the relevant agency.

POLICY ST T15 The local planning authority will not support any development within the railway reservation which is not in association with rail transportation within the development order area.

Innswood/McCooks Pen Area

Service Roads should be constructed for direct access to individual lots within a residential area or for access to commercial premises along the Old Harbour Main Road. Care has to be taken to ensure that this can be accomplished through the adequate setback of buildings at the outset of planned development.

POLICY ST T16 Permanent development will not be permitted within 4.58 metres of a service road boundary or to the satisfaction of the relevant roads authority.

POLICY ST T17 Service roads shall be provided to limit access onto the Old Harbour Main Road. A part of the frontage of

FIFTH SCHEDULE, *contd.*

properties along this road will be reserved for this purpose and all developments will be setback accordingly.

CONSERVATION OF THE BUILT ENVIRONMENT

Spanish Town's architectural legacy has survived over the years thus allowing it to be officially designated as a Historic District by the Jamaica National Heritage Trust on December 29, 1994. It is the oldest continuously inhabited town in Jamaica with several historical structures and buildings some of which have been declared as national monuments or heritage sites located within its boundaries.

Spanish Town, dates from 1534 and was first known as Villa de la Vega, later St. Jago de la Vega and then Spanish Town. The town is the oldest continuously inhabited city in Jamaica and was the country's capital from 1534 to 1655. When the English captured the island in 1655, Spanish Town remained the capital of the island until 1872 when this status was conferred on Kingston. Spanish Town still possesses memories of the past with its many historical buildings. The Emancipation Square is generally acclaimed to be the most impressive of its kind in the West Indies.

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| POLICY ST C1 | All development within the area prescribed as the historic town of Spanish Town should conform to the policies of the Jamaica National Heritage Trust. |
| POLICY ST C2 | There is a presumption in favour of the preservation of the historic buildings and their special architectural and historic character in the town of Spanish Town. Proposals for the alteration, use and extension of such buildings should not affect its architectural or historical character. |
| POLICY ST C3 | Planning permission will not be given for any development that would damage any building which is of historic importance in Spanish Town or one adjacent to such building, or which would adversely affect its setting. |
| POLICY ST C4 | No permission will be given for any development within the vicinity of any monument listed by the National Heritage Trust until after consultation with that body. |
| POLICY ST C5 | The local planning authority will not allow any works to any buildings in the historic area of Spanish Town if it considers that such action would adversely affect the architectural or historic interest of the area until adequate consultation has been carried out with the Jamaica National Heritage Trust and they have approved the proposed development. |

FIFTH SCHEDULE, *contd.*

An essential part of the built environment in the Spanish Town Historical district is the protection of the exterior feature of the buildings from unsympathetic change. The architectural character of an area can be enhanced by protecting those buildings which are important in their own rights or which has some special characteristic.

POLICY ST C6 The conversion or alteration of any existing building should be of a high standard of design and be in sympathy with the existing built environment.

POLICY ST C7 Alterations and extensions to buildings should respect the period, architectural characteristics and detailing of the original building including external features such as porches, and should use matching material.

One of the objectives of declaring the Spanish Town historic district is to prevent the demolition of its historic buildings as doing so would be destroying its heritage resource. Any proposals which would entail demolition will be examined closely to ensure its justification. Any replacement would have to be within an agreed period of time and the design would have to follow the guidelines prepared by the Jamaica National Heritage Trust for this section of the town.

POLICY ST C8 Applications which involve the demolition of listed buildings will not normally be considered unless it can be demonstrated that the building has no beneficial or potential use and the structure cannot be made structurally sound. A time frame and arrangements to ensure a satisfactory replacement will have to be given to the local planning authority if the proposal is to be considered.

POLICY ST C9 Any application for the alteration or extension of buildings within the Heritage Area of the town should pay attention to the desirability of preserving it and any features of special architectural or historic interest which it possesses.

Owners of heritage buildings will be encouraged to maintain them and to restore those in dilapidated condition. Where owners are unable to do so, the local planning authority will seek to encourage the Jamaica National Heritage Trust to assist in an effort to return the buildings to their former glory and utilizing them in such a manner so as to encourage public access.

POLICY ST C10 Where private owners of historic buildings are unable to restore or rehabilitate them due to a lack of financial resources and as such would seek to demolish them, the local planning authority through the Jamaica National

FIFTH SCHEDULE, *contd.*

Heritage Trust will recommend that funding be sought through any recognized available means to undertake the restoration task.

Due to the recurring impact of catastrophic rain events in some areas within the Spanish Town Local Planning Area, it is being proposed that 'no build zones' be established within some of the areas where the risk of severe flooding is high these may be designated from time to time as the need arises.

POLICY ST C11 A "no-build zone" should be considered along the Spanish Town By-Pass within the vicinity of the canals and the industrial zones. No development will be permitted within fifty (50) metres or approximately one hundred and sixty four (164) feet measured horizontally from the banks of the canal.

New or improved drainage facilities should be provided to meet the needs of specific developments and any adjacent ones which may be affected singularly or cumulatively by such development.

POLICY ST C12 The Planning Authority will seek to encourage the development of or improvements to the drainage infrastructure within this local planning area.

POLICY ST C13 The Planning Authority will seek to ensure that natural and manmade drainage channels are kept free of debris and may prohibit development which impacts the efficiency of the drainage system

URBAN ECONOMY

Spanish Town being the main administrative centre of the parish provides jobs in the commercial, industrial and service sectors. It is proposed that commercial uses along with other developments should be given full encouragement within the central area of the town.

POLICY ST UE1 Buildings used solely for commercial purposes shall not exceed two (2) storeys in height.

POLICY ST UE2 Additional or new office and commercial buildings should be located in the existing commercial blocks within the urban core and should not have an adverse environmental impact or threaten the heritage of the area.

POLICY SC UE3 Developments open to the public or used for employment or educational purposes will not be permitted unless adequate access and facilities are provided for all people with disabilities.

FIFTH SCHEDULE, *contd.*

Spanish Town is a historic district and one of the oldest towns in the island. The Georgian design and architecture of its older buildings provides a glimpse into the past. The spatial layout and architectural details of these buildings reflects the period of colonization. There are plans for the restoration and redevelopment of some of these derelict buildings. Such sites could provide more places for the location of businesses, attractions or a location for meetings and conferences or some other productive use. Based on its potential the area could be marketed as a heritage and cultural centre and a business tourism destination.

POLICY ST UE4 The Planning Authorities will endeavour to protect and enhance all listed buildings, their settings and any features of special architectural or historical interest they may possess.

POLICY ST UE5 The Planning Authorities will support the redevelopment of Spanish Town and restoration of neglected/vacant buildings to provide location for potential economic activities such as shopping areas and office spaces. This should be done in a manner that preserves and enhances the architectural and aesthetic details of these buildings.

POLICY ST UE6 The Planning Authorities will consider favourably proposals for new compatible developments in this area these developments should at first be located in areas identified for office, commercial or light industrial uses.

Mixed uses where residential and commercial activities exist each other will normally be considered at suitable locations. Due care therefore has to be taken to ensure that these activities do not impair the amenities of the locality.

POLICY ST UE7 Mixed uses, in which residential and other compatible uses occur on the same lot, will normally be supported by the Planning Authority.

POLICY ST UE8 Proposals for change of use of property in residential areas to other compatible uses will normally be considered having regard to the effect of the proposal on the amenity of local residents and the established residential character of the surrounding area.

Shopping provides significant employment opportunities and is central to the economic prosperity of the local planning area of Spanish Town. Growth in business, industry and agriculture will add tremendously to this and will be encouraged. In order to meet a variety of needs for businesses and industry, lands will be identified on the land use proposal map for these purposes.

FIFTH SCHEDULE, *contd.*

- POLICY ST UE9 The local planning authority will support the extension of business premises, provided that the amenity of occupiers of neighbouring properties visual amenity and highway safety are safeguarded and there would be no adverse effects.

A section of the sugar cane lands in the area generally known as Innswood has been annexed to Spanish Town in the east and the area is expected to provide lands for the expansion of housing development. Complementary and supportive facilities such as shops, offices and compatible small scale light industrial activities will normally be supported either as part of a residential subdivision or in those areas identified for such uses.

- POLICY ST UE10 The employment needs of the planning area will be met through the provision of lands on the land use proposals map to meet the present and future requirements of businesses.

Industry

There are several industrial activities located within the local planning area. These are concentrated along the Spanish Town Bypass in the vicinity of the Tawes Pen round-about and within Twickenham Park. As the local planning area expands the need to secure suitable locations to meet the demand for such activities is imperative.

- POLICY ST UE11 Development proposals for industrial use should conform to the industrial areas along with the relevant acts and should include all necessary amenities on site.
- POLICY ST UE12 Proposals for heavy or noxious industrial developments within the town centre or within proximity to historic buildings/monuments will not be supported.

Most of the industries within the local planning area are not hazardous by nature; however, where hazardous processes are being carried out the effects could be serious for workers on the premises as well as surrounding residential communities. These industries will need to conduct an environmental impact assessment to determine the nature and volume of any discharges from factories and plants, in order to prohibit pollution from industrial plants.

- POLICY ST UE13 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.

FIFTH SCHEDULE, *contd.*

- POLICY ST UE14 New hazardous industrial process or storage facility will only be permitted in locations where they will have no adverse effects on existing properties.

Agriculture

The Spanish Town 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 within the parish of Saint Catherine and other areas. There is also the issue with vendors and consumers alike on the streets creating impediment to traffic flow.

- POLICY ST UE15 The local planning authority will ensure that the Spanish Town market is upgraded as the need arises.

SOCIAL AMENITIES

Educational/Institutional Facilities

There are numerous educational and institutional facilities located within the local planning area. However, there is a need for refurbishment and upgrading of several of these facilities. With the rapid urbanization of the Spanish Town Local planning Area there will be a need for the expansion of existing and or proposals for new educational and institutional facilities.

- POLICY ST SA1 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 ST SA2 The local planning authority will generally be in support of private interest seeking to establish educational institutions provided that they meet the requirements of this Order and the requirements specified by the Ministry of Education.
- POLICY ST SA3 Building heights for new schools should not exceed one (1) storey for basic schools and three (3) storeys for primary and high schools and should where applicable be in accordance with the building and design guidelines of the Ministry of Education.
- POLICY ST SA4 Development of new places of worship or religious instruction shall be considered on their own merit and should not negatively affect the amenity of the area.

Recreation and Open Space

Open spaces provide for a wide range of outdoor activities and is an indispensable element of the urban environment. The attractiveness, ease of access and the standard of maintenance are some of the qualitative factors to be considered

FIFTH SCHEDULE, *contd.*

in selecting open space. Children should not be overlooked in the process, therefore, their play spaces should be placed within designated recreational areas which are easier to maintain and manage.

All open and or green spaces within the boundaries of the local planning area must be protected. Additionally, adequate provisions are to be made to provide sufficient open and or green spaces in developments.

An area to the south west of the Spanish Town Local Planning Area has been identified for the development of a public open space and recreational facility. This area along with those provided in each new development are being encouraged by the local planning authority.

POLICY ST SA5 All lots within Spanish Town Local Planning Area that are identified as public open spaces, or for recreational uses, shall be developed only for such use; The Planning Authorities will not support any uses in conflict with the proposed zoning.

The Local Planning Authority will normally require new residential development to contain adequate and well located children's play space in accordance with the Planning and Development Section of the Development and Investment Manual.

POLICY ST SA6 Land is to be provided in all new housing developments for open space and other amenity purposes at the rate set out in the Development and Investment Manual and such lands can either be for active or passive recreational purposes.

Facilities for daytime and evening entertainment and leisure use will be encouraged. However the intended recreational use should not be reduced by the proliferation of non-essential structures and activities which diminish the public's enjoyment of the facility.

POLICY ST SA7 No structure shall be allowed on any public open space that does not complement the use thereof (e.g. Telecommunication Towers and billboards, etc.).

POLICY ST SA8 The Local Planning Authority will not permit any vending activities in open and or green areas designated as historic districts within the local planning area unless they are complimentary to the existing activity within the area.

POLICY ST SA9 The Local Planning Authority should ensure that social facilities have adequate access and amenities for person with disabilities.

FIFTH SCHEDULE, *contd.**Cemeteries*

The Spanish Town Local Planning Area is served by one public cemetery which is close to its capacity. Steps should be taken to ensure that a suitable alternative location is found. It should also be noted that, there are two privately operated cemeteries within the local planning area.

- POLICY ST SA10 The local planning authority has identified lands at Tamarind Tree in Old Harbour (beside the Anglican Church), to establish a new public cemetery as the Number 5 Cemetery has reached its capacity and cannot accept any more burials.

WASTE TREATMENT AND DISPOSAL

Solid Waste

Approximately sixty eight percent (68%) of solid waste within the local planning area was reported as being collected by the National Solid Waste Management Authority. However the disposal of solid waste remains a cause for concern especially in the town as there is a tendency for people to throw garbage into waterways such as drains and along the roadways. This result in the waterways being blocked frequently resulting in an overflow of water and debris onto the streets during periods of heavy rainfall.

- POLICY ST WT1 The Planning Authority will ensure that all developments make provisions for the storage and collection of waste within the curtilage of the development.
- POLICY ST WT2 The Planning Authority will ensure that facilities or the separation, and recycling of waste are provided for in suitable locations in existing and new developments.
- POLICY ST WT3 Onsite waste storage areas must be suitably constructed and located in order to facilitate safe access for the disposal and collection of refuse.
- POLICY ST WT4 Planning permission will not be given for waste disposal recycling or transfer operations likely to have an adverse effect on public health and safety.

Sewage Disposal

There are many formal housing developments within Spanish Town Local Planning Area that are centrally sewerred with their individual wastewater treatment facilities.

- POLICY ST WT5 For new buildings or extensions in areas without central sewage the sewage treatment facilities proposed must treat sewage to a tertiary level and for trade effluent to

FIFTH SCHEDULE, *contd.*

the pre-treatment standards as stipulated by the National Water Commission.

POLICY ST WT6 In sewered areas all new developments within a reasonable proximity as determined by the National Water Commission should connect to the public central sewage system.

POLICY ST WT7 On the introduction of central sewage all developments will connect to the public central system within a reasonable time as determined by the National Water Commission.

HOUSING

Housing infrastructure in the local planning area consists of a mixture of single family residential units, multi-family apartment complex and townhouses. In recent times the housing stock has increased with the construction of new housing units by the National Housing Trust as well as by private developers. Additional lands have been annexed to the Spanish Town Local Planning Area where it is expected that residential and other supportive developments will be accommodated.

POLICY ST H1 The local planning authority will support residential single family or duplex units that adhere to the stipulation specified in this Development Order.

POLICY ST H2 In order to satisfy housing demand a mixture of housing types will be encouraged.

POLICY ST H3 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 ST H4 In dealing with application for multi-family developments the planning authority will take into consideration the guidelines provided in Appendix 11.

POLICY ST H5 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 the Appendices of this order.

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

FIFTH SCHEDULE, *contd.*

POLICY ST H6 In new housing developments provision for children's play areas are to be made within the open space reservation at an appropriate level of 7.5 square meters per family dwelling and be designed and equipped to the satisfaction of the local planning authority.

POLICY ST H7 The location, siting and design of play space must take into account the need to provide safe access, road safety, supervision, the need to avoid nuisance to residents and should also take into account the needs of children of different ages and sex.

In areas where residential accommodation is near to other non-residential activities there is always the possibility of encroachment by such activities into residential areas. The local planning authority will not tolerate such changes.

POLICY ST H8 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 ST H9 Planning permission will not normally be granted for any development which would result in a net loss of residential accommodation especially to those who are not able to compete in the housing market.

The use of a density range allows developers to vary the size and bulk of structures on a site. Densities will take into consideration the character and interest of surrounding developments but will not normally be in excess of 250 habitable rooms per hectare (100 habitable rooms per acre).

POLICY ST H10 Multi-family developments may be permitted on parcels of land which are 0.2 hectares (1/2 an acre) and over in area. This may be varied if the development can satisfy the relevant planning standards to the satisfaction of the Planning Authority.

POLICY ST H11 Density shall not exceed 250 habitable rooms per hectare (100 habitable rooms per acre) with building heights not exceeding 6 storeys, will normally be allowed on lots which satisfy the relevant planning guidelines including onsite sewage in areas without connection to a central sewage system.

POLICY ST H12 Residential single family unit or duplex dwellings at a density of 125 habitable rooms per hectare (50 habitable rooms per acre) on a minimum lot size of 0.2 hectare (1/2 acre), with building heights not exceeding four (4) floors).

FIFTH SCHEDULE, *contd.*

POLICY ST H13 In new residential development schemes amenity space should be provided as set out in Appendix 11.

New residential developments should be laid out in such a way that they provide convenient access to all local facilities. The design and layout should cater for pedestrian and vehicular movement in a way that creates safety for residents. They should provide all the amenities and services, provide adequate parking and open space which constitutes modern living.

POLICY ST H14 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 car 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

Development at Innswood Annex

The site consist of 3,144.68 hectares and will be developed to facilitate the adequate provision of a range of housing types to meet the needs of a wide cross section of not only the Saint Catherine Community but aspiring home owners outside of the Parish.

The development order area will centre on community and leisure facilities, retail and a mix of housing types to ensure that all spectrum of the housing market is included. This will range from the development of lots ranging from a minimum lot size of 1,012 square metre (0.25 Acre) to 1,332 square metre (0.33 Acre) north of the Old Harbour Main Road which traverses this annexed area.

POLICY ST H15 Single family and duplex developments may be considered at lot size of 1331.6 sq. m (14,333 square feet) in the area so identified with this policy number on Inset Map No.1.

POLICY ST H16 Single family and duplex developments may be considered on lot sizes of 1011.7 sq. m (10,890 square feet) in the area so identified with this policy number on Inset Map No.1.

Residential development generally to the south of the Old Harbour Main road should be considered at 464.5 sq. m (5,000 square feet). Apartment and town house type development at 125 habitable rooms per hectare may also be considered in planned development schemes in this area.

FIFTH SCHEDULE, *contd.*

- POLICY ST H17 Residential developments may be considered on a minimum lot size of 464.5 sq. m (5,000 square feet) in the area so identified with this policy number on Inset Map No.1.
- POLICY ST H18 Density shall not exceed 125 habitable rooms per hectare (50 habitable rooms per acre) with building heights not exceeding 4 storeys in the area so identified on Inset Map No.1.

TOURISM

The Spanish Town Local Planning Area is not known as an area with a thriving tourism industry. However the presence of several historical monuments/buildings places the local planning area in the position to market itself as a tourist attraction.

- POLICY ST TO1 The local planning authority will support the marketing and development of the historical district of Spanish Town as a tourist attraction and will seek to ensure that the character of the area is not changed.
- POLICY ST TO2 Suitable tourism projects will be encouraged provided that they conform to the prescribed historical, environmental and planning guidelines to the satisfaction of the local authority.

CONTROL OF ADVERTISEMENT

Advertisements are vital to business and important in publishing information. The local planning authority has a responsibility to protect heritage buildings in Spanish Town and in particular the historical district and will ensure that no permission is given for advertisements that needs express consent so as to preserve the character and appearance of the area. Advertisements inappropriately placed can have a detrimental effect not only on the building but the area as well.

- POLICY ST CA1 Advertisements in the historical district must be those that are not in the express consent category.
- POLICY ST CA2 Signs falling in the category of deemed consent must be of a high standard of design compatible with the architectural features of the area.

In commercial centres and in the historic area the local planning authority will use its discretionary powers whilst having regard to the particular need to ensure that advertising displays on frontages and street furniture do not detract from the character and appearance of their historical and architectural features. Signs should be guided by the contents of Appendix 17 and the following policies.

- POLICY ST CA3 Signs and advertisement must be well designed and sensitively located within the street scene. When

FIFTH SCHEDULE, *contd.*

considering advertisement in other location the local planning authority will have regard to the circumstances of each case in the interest of amenities and public safety.

Advertisements are vital to business and important in disseminating information. Measures are needed to ensure that the character and appearance of the area is not compromised. Guidelines are set by the regulations as to the size, height and placement of the advertisements, however their location and appearance throughout the local planning area will have to be addressed.

POLICY ST CA4 Signs adhering to the guidelines set out by regulations will only be permitted by the planning authority in areas where they do not distract road users, cause clutter or become unsightly and detract from the character and appearance of the area.

A higher mounting may be considered at designated signage nodes which may be indicated from time to time. This is to create a more dynamic streetscape and add to the vibrancy of the key nodes, which are locations of high pedestrian traffic. Static and non-reflective advertisement signs, which include projected light images, can be allowed up to the full building height on the building corners fronting strategic road junctions. These signage proposals will be evaluated and supported, on a case-by-case, based on their design merits and in relation to any potential disamenity to the adjacent building uses.

POLICY ST CA5 The local planning authority will encourage the placement of advertisement on commercial and other office buildings in accordance with the guidelines and standards in appendix 17.

BOG WALK/LINSTEAD/EWARTON LOCAL AREA PLAN

Description

The Bog Walk/Linstead/Ewarton Local Planning Area has undergone steady development over the last few decades and continues to exhibit tremendous growth potential. Bog Walk is situated at the lowest and most southerly corner of the planning area at the northern entrance to the Gorge and at the confluence of several rivers. Ewarton is situated at the highest and most northerly section of the planning area and lies at the foot of Mount Diablo on an elevated edge of the Rio Cobre Valley adjoining the St. Thomas-ye-Vale Plain. Linstead however, is nestled in between Bog Walk and Ewarton.

One of the major road networks and now defunct railway system that links the south coast and north-central and north-east coast of the island passes through the local planning area. This junction location makes the local planning area very

FIFTH SCHEDULE, *contd.*

accessible from any point north or south and facilitates road and potential rail transportation. This is a desirable feature for industrial development which has been recognized by the development of several industries in the planning area. It is the intention of this Order to promote the sustainable and efficient use of this locality and its facilities by encouraging a judicious grouping of industrial locations within the planning area.

In 2011 the Bog Walk/Linstead/Ewarton Local Planning Area had a population of 34,114 persons showing a decrease of 9.53% over 2001 when the population stood at 37,708 persons.

TRANSPORTATION AND TRAFFIC

Transportation provides residents of the local planning area with mobility and access to employment, community resources, medical care and recreational facilities not only within their communities but to other areas. The main mode of transportation is by way of land through public and private passenger motor vehicles, cycling and walking.

Transportation Centre

There are several notable hubs of commercial activity within the local planning area, however, there are no adequate provisions of facilities to accommodate public transport operators in these areas and as a result vehicles utilise sections of roadways and private properties for loading and unloading passengers. This results in chaotic parking situations which interferes with smooth flow of traffic and causes traffic congestion in various sections of the planning area. It is the intention of this Order to encourage the extension of existing and/or provision of new facilities from which public transport operators can operate.

- | | |
|---------------|---|
| POLICY BLE T1 | The local planning authority will seek to strategically identify lands within Bog Walk, Linstead and Ewarton that can accommodate proper transportation centres with modern amenities and facilities to accommodate all public passenger vehicle operators and commuters, including the disabled. |
| POLICY BLE T2 | On the identification of lands and/or creation of public transport centres all public passenger vehicles will be expected to operate from those facilities. |
| POLICY BLE T3 | The local planning authority will seek to have the relevant authority construct lay-bys at appropriate locations within the planning area to accommodate public passenger vehicles and to facilitate traffic movement and management through the area. |

FIFTH SCHEDULE, *contd.**Vehicular Parking*

It has been identified throughout the local planning area that some establishments do not provide adequate on-site parking for their customers. This has led to incidences of on-street parking which in some sections severely obstructs the free flow of traffic. In the long term the continued growth of the planning area will warrant the need to provide areas for central public parking which would have to be properly maintained and controlled. Public car parks close to the wholesale/retail shopping areas would benefit both short and long stay parkers.

POLICY BLE T4 The local planning authority will support the development of centralized public car parking facilities at appropriate locations throughout the local planning area, including parking facilities for the disabled as set out in Appendix 8 and Figure 2.

On-street parking has been noted to adversely affect the built up commercial areas of Bog Walk, Linstead and Ewarton and in most instances is concentrated along the major arterial roads. However, in addressing the situation, where safe and appropriate, on-street parking may be accommodated through the implementation of proper parking and traffic management systems.

POLICY BLE T5 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.

POLICY BLE T6 To avoid congestion along the Bog Walk Main Road and Tulloch Main Road in Bog Walk; King Street, Fletchers Avenue, Forte Street and Victoria Street in Linstead; the Bog Walk/ Linstead Bypass and; Ewarton Main Road the local authority will only support on-street parking in appropriately designated areas along these roads.

With the possible expansion of commercial activities in the planning area new developments will as much as possible have to provide on-site parking to satisfy customers' needs.

POLICY BLE T7 The local planning authority will not support proposals for any new development or extensions unless the required number of parking spaces are provided on site, including parking for the disabled or unless such provisions can be met elsewhere pursuant to the

FIFTH SCHEDULE, *contd.*

stipulations of the Development and Investment Manual, Volume 1, Section 1—Planning and Development - to the satisfaction of the planning authority.

Landscaping significantly improves the aesthetics of parking areas, and, by minimizing the percentage of paved surfaces there is the added benefit of lessened storm water runoff.

- POLICY BLE T8 With the view of promoting the use of green surfaces and standard landscaping all new developments having outdoor parking areas should make use of pervious parking surface, to the satisfaction of the planning authority.
- POLICY BLE T9 All new developments having outdoor parking lots shall make use of green and or permeable parking surface techniques.

Road Network

The vibrancy and survival of this planning area relies heavily on an efficient and safe road infrastructure system. Future development plans need to take into consideration, the need for road improvements.

- POLICY BLE T10 The planning authority will support any rehabilitation of the major arterial or any other roads carried out in the area that seeks to improve mobility as well as to include provisions of adequate sidewalk facilities and amenities, for the use and safety of all road users, including access for the disabled.
- POLICY BLE T11 The local planning authority will seek to control the number of access points onto the Bog Walk/Linstead By-Pass and these shall be limited to situations in which no alternative is available. New developments will therefore be required to make use of existing parochial roads located throughout that section of the planning area in order to access the by-pass.

Sidewalks are part of the road right of way (reservation) used for pedestrian movement and are necessary to separate pedestrian traffic from vehicular traffic.

- POLICY BLE T12 Where sidewalks are being established the Planning Authority will seek to ensure that they are complemented with planted verges and constructed so that they can be accessed easily by the handicapped.

FIFTH SCHEDULE, *contd.**Rail*

Urban rail, commuter rail and regional rail plays a key role in the public transport system of many major cities. The rail way system which traverses this local planning area is primarily utilized by the Bauxite industry. However, should commuter and freight services be considered along or in conjunction with these lines, the local planning authority will seek to ensure that sufficient lands are provided to accommodate this.

POLICY BLE T13 The planning authority will support the phased re-introduction of commuter rail service

The railway reservation and Station houses on unused sections of the railway system is sometimes captured for informal residential purposes and this matter must be addressed by the relevant agencies and Ministries. The removal of the residents is critical to the reopening of the rail system in the future.

POLICY BLE T14 The planning authority in conjunction with the relevant agencies will support the restoration of railway transportation by taking the necessary steps to preserve and secure lands and existing infrastructure

POLICY BLE T15 The planning authority will not support any development within the railway reservation area which is not in association with the re-introduction of railway transportation within this local planning area.

URBAN ECONOMY

The major economic activities in this local planning area consist of agriculture (agro-processing), commerce, light and heavy industries; all of which serves as main sources of employment within this area.

Extensive agriculture especially citrus and sugar cane on large tracts of land is a feature as well as a main source of employment within the area. Though, agriculture is the cornerstone of this planning area, agro-processing has evolved to become one of the mainstay/key elements for this developing economy. There exists a potential for the further expansion and development of agro-processing industries that can create employment opportunities within the planning area.

POLICY BLE UE1 The Planning Authorities will as much as possible support developments aimed at maintaining and improving the agro-processing industry and employment opportunities in appropriate locations throughout the planning area.

Commerce also provides significant employment opportunities and is central to the economic prosperity of the planning area. Growth in business and industry will add tremendously to this and will be encouraged.

FIFTH SCHEDULE, *contd.*

POLICY BLE UE2 Due considerations will be given to proposals for the establishment of commercial and or office and other service facilities and will normally be supported on lots zoned for such purposes.

POLICY BLE UE3 For solely commercial and office uses, building heights shall be restricted to two (2) storeys unless extraordinary circumstances dictate otherwise in the opinion of the local planning authority.

There are markets at Linstead and Ewarton which continues to play an important role in the economy of the local planning area; they provide an outlet for agricultural produce, haberdashery and dry goods and should be protected for the welfare and convenience of the residents in the area.

POLICY BLE UE4 The local planning authority will support the upgrading, expansion and improvements to all market facilities 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.

POLICY BLE UE5 Planning permission will not be given for the conversion of the market facility to a non-commercial use unless a suitable alternative site can be identified for the location of the market.

The economy of the planning area is also supported by the operations of the West Indies Alumina Company (WINDALCO) formerly ALCAN Bauxite - Alumina Plant, which provides substantial employment to many residents of the surrounding communities.

POLICY BLE UE6 The local planning authority will normally support the improvement and or expansion of industrial processes or storage facilities where they are compatible with the general character of the area and will have no adverse impact on the environment or existing populations.

POLICY BLE UE7 Development proposals for any use which would result in a significant number of people living or working in close proximity of any hazardous industry or storage site will not normally be permitted.

POLICY BLE UE8 Light industrial uses may be allowed on lots zoned as commercial providing that it would not be in conflict with surrounding uses, while maintaining all the set relevant development standards.

FIFTH SCHEDULE, *contd.*

Agriculture remains one of the main sources of employment for many individuals in the planning area. They generally grow crops such as bananas, coconuts, pineapple, citrus for both domestic and commercial purposes. However, the need has arisen to diversify the economy in the more rural areas. The development of agro-forestry and specialized agricultural production systems can, contribute to the economic development of the area.

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

POLICY BLE UE9 The local planning authority will give long term protection to the areas which have been delineated as agricultural lands associated with agro-industry on the land use proposal map and will give long term protection to the needs of agriculture over other planning considerations in dealing with any development of such lands, especially in light of food security concerns related to climate change.

POLICY BLE UE10 There will be a presumption against development which diminishes the amount of productive or potentially productive agricultural lands in the local planning area.

CONSERVATION OF THE NATURAL ENVIRONMENT

Within a dynamic population the need for land and changes in land use is an on-going process which ultimately has impacts on the environment. Environmental conditions, along with other factors, dictate the standard of living to which a population is predisposed. A poor environment will subject the populace to inadequate water supply, low soil fertility and consequently a minimal supply of food and increased exposure to multiple hazards such as landslides, flooding and disease.

Natural Environment

Deforestation has caused the loss of productive and fertile land and has been a recurring issue in the local planning area as it is located within the Rio Cobre Watershed. Deforestation has adversely affected agricultural productivity, the health of residents, and possible economic activities such as ecotourism. Forests and tree cover combat land degradation and desertification by stabilizing soils, reducing water and wind erosion and maintaining nutrient cycling in soils. Considering that agriculture accounts for a significant part of the economic base of the area it is imperative that, the sustainable use of goods and services from forest ecosystems and the development of agro-forestry systems can, however, contribute to poverty reduction, making the rural poor less vulnerable to the impacts of land degradation.

FIFTH SCHEDULE, *contd.*

POLICY BLE C1	Planning permission will not be granted for any new development which would result in the significant loss of trees or sterilize land for agricultural development.
POLICY BLE C2	The planning authority will not encourage developmental activities that will not ensure sustainable use of water resources of the area as well as the preservation of ecosystems and the aquatic environment throughout the planning area.
POLICY BLE C3	The local planning authority will not grant planning permission for any developments which will result in the large scale removal of flora and fauna.
POLICY BLE C4	In areas where development is permitted adjacent to rivers or streams, the setback shall be a minimum of 30 metres from the banks and may, in relation to the physical conditions existing in the area, be varied by the Planning Authorities.

The St. Clair Cave in Ewarton has been identified as one of only a few important caves in the development order area as it has one of the largest population and diversity of bats in Jamaica. It is the home to approximately thirteen of Jamaica's twenty-one bat species inclusive of four endemic species, some of which are *Phyllonycteris aphylla*, *Ariteus flavescens* and *Natalus stramineus* which is restricted to only three caves in Jamaica. Bats are important to humans because they keep pests like mosquitoes under control and they help pollinate many crops, including bananas, mangoes, figs and cashews. Therefore, protection of this cave and the surrounding forest is important for the survival of these endemic bat species because of the specific humidity requirements found within the Lemon Ridge area and the cave.

POLICY BLE C5	The planning authority will resist any human interference or exploitation of the St. Clair Cave so as to protect the habitat of the endangered species of bat and to prevent any altered airflow of the cave.
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TOURISM

Large-scale tourism activities are minimal in the local planning area owing to the fact that there are no major sites of historical or archaeological value in the area. However, tourists on their way to or from Kingston sometimes stop along the Bog Walk Gorge Main Road for its scenic view of the Rio Cobre and geological formations in that area and also along the Bog Walk-Ewarton main road to sample some of the offerings of commercial establishments along that road. However, in trying to conserve the natural environment of the local planning area, advantages

FIFTH SCHEDULE, *contd.*

can be taken of low impact eco-tourism ventures that are in union with the mandates of the local planning authority.

- POLICY BLE 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.

HOUSING

Residential dwellings in the local planning area are primarily single family detached type units mainly on medium to large lots in varying subdivisions. Multi-family development is essentially absent from the area; however, there may be instances where these may be encouraged in the local planning area.

- POLICY BLE H1 Applications for new housing development will not be supported by the planning authority in areas which are expected to have but where there is an existing deficiency in the provision of water supplies or sewage services unless this can be made good within a reasonable time period.

- POLICY BLE H2 New residential developments in the area shall be compatible with the topology and character of existing development.

Residential housing units in the area are mainly single family detached units. Presently, there are only a few multi-family type developments and due to the projected growth of the area, these developments may be allowed at suitable locations in the urbanized area. However, as an agricultural community care has to be taken that the economic base is not eroded by the fragmentation of agricultural land for housing development.

- POLICY BLE H3 The local planning authority will support a mixture of housing type in schemes including service lots and starter units so that a variety of persons can benefit from the low income earners to the high income earner.

- POLICY BLE H4 New single family detached housing development in the area will be supported where they do not conflict with the agricultural potential of the land. In such cases, the residential use should be ancillary to the agricultural use.

- POLICY BLE H5 Density for multifamily development shall not exceed 250 habitable rooms per hectare (100 habitable rooms per

FIFTH SCHEDULE, *contd.*

acre) with building heights not exceeding 6 storeys in the area so identified on Inset and Map 2 and may, in relation to the physical conditions existing in the area, be varied by the planning authority.

POLICY BLE H6 Single family residential development should not normally exceed two stories in height, be setback from property boundaries as stipulated in the appendix and satisfy the necessary planning standards as stipulated by the Planning Authorities.

The local planning area is hilly in nature presenting slopes of 25° to 30° in some instances hence densities in outlying hilly areas will be low and will not be in excess of 75 habitable rooms per hectare (30 habitable rooms per acre).

POLICY BLE H7 Residential single family unit or duplex dwellings at a density of 75 habitable rooms per hectare (30 habitable rooms per acre) on a minimum lot size of 0.2 hectare (½ acre), with building heights not exceeding three (3) floors), will normally be allowed on lots which satisfy the relevant planning guidelines including onsite sewage in areas without connection to a central sewage system.

POLICY BLE H8 In areas of steep slopes or unstable geology density for single family/duplex developments, shall not exceed 50 habitable rooms per hectare (20 habitable rooms per acre), and shall be in accordance with the hillside development guidelines which may be developed from time to time see Appendix 21.

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 in any way.

POLICY BLE H9 Proposals for the partial change of use of a residential building to any other use will only be allowed if the character of the area is not altered and the privacy, amenity and enjoyment of neighbouring dwellings is not adversely affected.

FIFTH SCHEDULE, *contd.*

- POLICY BLE H10 Where there is a partial change of use of a building in a residential area to any other approved activity the local planning authority will institute strict operating hours especially if there are visitors to the premises and will ensure that there is no external alteration to the building and that those engaged in the non-residential use are resident in the property.

SOCIAL AMENITIES

The essential social amenities are available throughout the local planning area although they have become inadequate and inefficient in some instances in serving the growing population of the area and residents of surrounding areas. This has placed great stress on existing ones and has created the need for further development in this regard. Presently the area has a few health and medical centres, public markets, public cemeteries, post offices, branch library, police and fire stations and public open spaces.

- POLICY BLE SA1 Developments that would decrease or eliminate social facilities will not be supported unless they are being replaced with a similar facility of equal or greater statute in the immediate neighbourhood.
- POLICY BLE 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.
- POLICY BLE SA3 The local planning authority should ensure that social facilities have adequate access and amenities for person with disabilities.

Educational and Institutional

Education plays a pivotal role in promoting national well-being and the social, economic and cultural development of a country. The local planning area is comprised of a number of educational facilities ranging from basic to secondary level. There is also a branch of the Saint Catherine Parish Library located in Bog Walk and the Bookmobile visits the local planning area regularly. Other major institutional uses include several churches.

- POLICY BLE SA4 Developments which would result in the reduction of the available educational facilities will not be encouraged unless provisions can be made elsewhere at a suitable location to offset any loss which would result from such development.

FIFTH SCHEDULE, *contd.*

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| POLICY BLE SA5 | Schools and places of worship and religious instruction will be allowed on the lots zoned for such uses on the land use proposal map. |
| POLICY BLE SA6 | 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 and other relevant standards are met. |
| POLICY BLE SA7 | All educational or institutional facilities must meet the requirements of the Development and Investment Manual—Planning and Development and/or to the satisfaction of the Planning Authority. |
| POLICY BLE SA8 | Building heights for new schools should not exceed one (1) storey for basic schools and three (3) storeys for primary and high schools and should be in accordance with the building and design guidelines of the Ministry of Education. |
| POLICY BLE SA9 | Development of new places of worship or religious instruction shall be considered on their own merit and should not negatively affect the amenity of the area. |

Recreational

Existing public open spaces within the local planning area will be preserved and improved and areas of high amenity value will be protected.

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| POLICY BLE SA10 | The local planning authority will support the preservation and improvement of existing public open spaces and areas of high amenity value in the local planning area and will seek to identify additional ones for the use and enjoyment of the public. |
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WATER SUPPLY

The local planning area experiences no serious problems with regards to water supply. The majority of residents have water in their homes, or relatively easy access which some supplement from private tanks. However, it is the mandate of the Planning Authority to ensure that all proposed developments within the planning area provides access to potable water.

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| POLICY BLE WS1 | Proposed developments in areas without a reliable piped water supply will be required to construct catchment tanks with adequate capacity to provide for the water supply requirements to full fill their needs. |
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FIFTH SCHEDULE, *contd.*

- POLICY BLE WS2 The local planning authority will seek to ensure that the existing public water supply system infrastructure is improved to adequately service the local planning area.
- POLICY BLE WS3 Rainwater harvesting will be encouraged in residential and other developments to improve access to potable water supply system.

Additionally, the local planning authority will support as much as possible the use of recycled waste water from basins, baths and showers where they will not have any adverse effect on public and environmental health. In this way domestic water consumption can be substantially reduced, thus preventing the wastage of potable water.

- POLICY BLE WS4 The planning authority will encourage the use of recycled grey water for non-potable uses and will ensure that provision is made for this in new development proposals.

WASTE TREATMENT AND DISPOSAL

With the advent of a growing population, careful consideration must be given to waste water treatment and disposal as well as solid waste disposal in the local planning area and that it is done in a safe and environmentally friendly manner.

Sewage

There is no central sewage system in the local planning area and traditionally, sewage has normally been disposed of onsite. Many of the existing developments dispose of sewage via absorption pits and in some instances a combination of pit and septic tanks which in many instances is not treated to a secondary level. Environmental, Health, and Planning Authorities are quickly becoming more stringent with regards to the management of waste in generally and sewage especially, and as such, there is a concerted effort to have sewage treated at least to a tertiary level.

- POLICY BLE WT1 Development; including new buildings, extensions and or change of use; in areas without central sewage, must provide a waste treatment facility that treats sewage to a tertiary level and for trade effluent to the pre-treatment standards as stipulated by the relevant authorities.
- POLICY BLE WT2 In the absence of a central sewage system the following sewage disposal methods may be permitted in appropriate situations:
- (i) septic tank and evapotranspiration bed
 - (ii) septic tank and reed bed

FIFTH SCHEDULE, *contd.*

- (iii) Any other safe and appropriate waste disposal technology as may be developed from time to time that is acceptable to the Planning Authority and other relevant agencies.

POLICY BLE WT3 Notwithstanding original conditions of approval, to protect the environment, it is expected that on the introduction of any central sewage system all developments within proximity will connect to the public central system within a reasonable time as determined by the relevant authorities.

Solid Waste

The local planning area has no central solid waste disposal site. However, the local planning area is served by Metropolitan Parks & Markets Waste Management Ltd once per week in solid waste garbage collection. This however is proving to be inadequate with the growing population. Other methods of disposing of solid waste in the area includes burning, burying and dumping. In some communities, however where garbage is normally burnt it is often used or sold as mulch hence there is no accumulation. However, burning is not a favoured way of waste disposal for the local planning authority for environmental and safety reasons.

POLICY BLE WT4 The Planning Authority will ensure that all developments make provisions for the collection and storage of waste within the curtilage of the development.

POLICY BLE WT5 The Planning Authority will facilitate the appropriate siting of facilities for the separation, and recycling of waste in existing and new developments.

OLD HARBOUR/OLD HARBOUR BAY LOCAL PLANNING AREA

Description

In 1970, Old Harbour, former capital of the parish of St. Dorothy, was the fourth largest town in Saint Catherine with a population of 5,097 persons. By 1991 it had grown to become the third largest town with a population of 17,778. In 2001 the population increased by 34% to 23,823. The population continued to increase to 28,908 persons in 2011. The population of Old Harbour Bay in 1991 was 5,405. In 2001, the population grew by 17% to 6,344. That number decreased to 5,872 persons in 2011. The combination of both areas brings the population of the Old Harbour/Old Harbour Bay Local Planning Area to 34,780 persons.

Old Harbour's location extends from Bushy Park in the east to Freetown to the west; and Bartons to the north and bordered by Highway 2000 in the south. It is approximately 2 miles north from a deep sea harbour at Old Harbour Bay, and lies

FIFTH SCHEDULE, *contd.*

midway between May Pen to the west and Spanish Town to the east. It is considered a small sub-region center, with opportunities for the establishment of additional housing projects because of the low densities now existing there.

Old Harbour Bay's Location is on St Catherine's western coast, utilized by the Jamaica Public Service Company to import fuel for electricity generation. The beach to the east is used by fishermen who have developed the area as a popular fishing village. The southerly portion is so flat and close to the high water tide mark that any storm surge from a hurricane combined with heavy storm water run-off from rains would cause flooding. Old Harbour and Old Harbour Bay are joined to form one local planning area.

TRANSPORTATION AND TRAFFIC

Transportation Services within the Local Planning Area is provided via several means such as private motor vehicles, taxis and public transit. The Area has a serious traffic congestion problem which is usually heaviest within the town centre. The congestion along the main roads is due primarily to commercial and office uses, as well as the fact that they provide prime linkages between the Kingston and Clarendon, and major roads such as the highway.

Transportation Centre

There are two public transportation centres that are provided in the Old Harbour area – one at Burke Road and the other at East Street. However, public transportation utilizes an area west of the police station. As a result, public transportation utilise the town centre west of the police station for loading and unloading of passengers. This results in chaotic parking situation on the roadway which interferes with the smooth flow of traffic, and inconveniences other road users. Hence there is a need for proper management of the existing transportation centre. The local planning authority will also support the development or provision of a public transportation centre in the Old Harbour Bay area for loading and unloading of passengers.

POLICY OH T1	The local planning authority will seek to ensure that land is identified to establish a terminal for buses and taxis, and will encourage the construction of lay-bys along transportation routes to facilitate the picking up and letting off of passengers, including the disabled, thereby ensuring their safety.
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POLICY OH T2	The local planning authority will seek to ensure that within the planning area all intersections and roadways are equipped with ramps and proper lighting to give visibility to motorists and all pedestrians including disabled persons.
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FIFTH SCHEDULE, *contd.**Vehicular Parking*

The major thoroughfares bounding and within the Old Harbour area are heavily used by motorists and pedestrians alike. During peak hours on a daily basis they are usually very congested especially the Old Harbour to Spanish Town Main Road. There are several commercial complexes which provide parking for their patrons. However several neighbouring complexes which are void of the requisite parking have patrons which use these parking lots.

POLICY OH T3 To avoid congestion and facilitate the free flow of traffic along Old Harbour to Spanish Town Main Road, the Planning Authorities will encourage the road authorities to place no parking signs along this road and monitor the situation to ensure that they are not breached.

POLICY OH T4 On street parking will only be allowed where it does not affect the free flow of traffic and is not detrimental to pedestrians and other road users.

POLICY OH T5 The local authority will not support proposals for any new development or extensions unless the developer provides the required number of parking spaces on site or unless such provisions can be met elsewhere, including the implementation of parking arrangements for disabled persons, pursuant to the stipulations of the Development and Investment Manual, Volume 1, Section 1—Planning and Development—to the satisfaction of the Planning Authority.

Landscaping significantly improves the aesthetics of parking areas, and, by minimising the percentage of paved surfaces there is the added benefit of lessened storm water runoff.

POLICY OH T6 In promoting green environment within the Old Harbour/ Old Harbour Bay Local Planning Area, all new developments having outdoor parking lots should make use of soft crete parking techniques, inclusive of ornamental trees to the satisfaction of the Planning Authority. Landscaping should account for at least 10 percent of total lot area.

POLICY OH T7 All new developments having outdoor parking lots shall make use of green and or permeable parking surface techniques.

FIFTH SCHEDULE, *contd.*

CONSERVATION OF NATURAL AND BUILT ENVIRONMENT

Natural Environment

The central and southern sections of the Old Harbour/Old Harbour Bay local planning area is traversed by several gullies which form part of the significant drainage feature of the area. In order to determine planning applications in these areas the local planning authority will seek to ensure that an extensive assessment of the hydrology of the area is under taken which must take into consideration the effect on the hydrological system of existing and proposed developments singularly and cumulatively. Additionally the study must *inter alia* identify the flood plain and the establishment of appropriate setbacks which should incorporate the establishment and maintenance of a riparian zone adjacent to the gully banks.

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| POLICY OH C1 | The local planning authority will seek to ensure that an extensive assessment is undertaken of the hydrology of the Old Harbour/Old Harbour Bay area and cumulative impact of developments on natural and or constructed drainage systems in hydrologically sensitive areas. |
| POLICY OH C2 | The local planning authority may not permit but phase the timing of development based on availability and capacity of drainage systems in the area. |
| POLICY OH C3 | The local planning authority in dealing with developments will institute strategies to adapt to the effects of climate change such as sea level rise, storm surges and erosion within the coastal areas in the Old Harbour/Old Harbour Bay Local Planning Area. |
| POLICY OH C4 | The local planning authority will ensure that development which is likely to impact either directly or indirectly the hydrology and or drainage regime of an area will not be permitted unless it is satisfied that on and off site cumulative impacts have been satisfactorily addressed. |

Due to the increased susceptibility to storm surge and flooding which is exacerbated by climate change, the Old Harbour Bay Fishing beach should remain free of development except in accordance with any permitted activity under the NRCA Act.

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| POLICY OH C5 | Due to the increased susceptibility to multi hazards along with fragile ecosystems present, the local planning authority will not support any permanent structures along the Old Harbour Bay Fishing beach which are not supportive of the local fishing industry. |
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FIFTH SCHEDULE, *contd.*

- POLICY OH C6 The Planning Authorities will only allow recreational and service facilities along the Old Harbour Bay fishing beach.

Trees including mangroves are very important to the visual quality of the built up area as well as to natural conservation and are therefore a resource worthy of preservation. The local authority has the power to place Tree Preservation Orders on single trees or groups of trees which it considers important in the planning area. The Planning Authorities will discourage development which requires the removal of mangroves and other vegetation and will seek to have Tree Preservation Orders placed on them where necessary.

- POLICY OH C7 The local planning authority will seek to make Tree Preservation Orders where necessary to protect all trees that are of significant importance to the environment in which they exist.

- POLICY OH C8 Planning permission will not be given for developments likely to result in damage to or loss of trees which make significant contributions to the character and appearance of the Old Harbour/Old Harbour Bay Local Planning Area.

Development will be severely restricted in the areas identified for conservation in the Old Harbour/Old Harbour Bay Local Planning Area. This is due to several reasons including the risk of both coastal and inland flooding along with the ecological sensitivity of these areas, which include some wetland areas. Should development be contemplated in these areas they should be of a low impact and should not detract but rather enhance the amenity and where possible, the ecosystem functions of the area. Relevant technical studies as determined by the Planning Authority should be undertaken to assist in the determination of applications these may include environmental impact assessments, natural resource valuations and cumulative impact assessments.

- POLICY OH C9 Developments should be sensitive to the ecology of the area, and should be in a manner and scale which is in harmony with and/or enhances the character of the coastal environment.

- POLICY OH C10 In areas identified for conservation technical studies as determined by the Planning Authority will be required for assessment of the application.

The mangroves and marsh lands located in the coastal regions of the Old Harbour Bay area are important nesting grounds for birds, and habitat for fish. There is a fisheries reserve under the Fishing Industries Act that is within close proximity to the local area beach.

FIFTH SCHEDULE, *contd.*

- POLICY OH C11 New developments or extensions which will adversely affect the coastline, the fisheries reserve or destroy the nesting ground of other wildlife will not normally be allowed.

Built Environment

Old Harbour is home to the Colbeck Castle and The Old Harbour Railway Station. The Old Harbour Railway Station is a two-storey Jamaica/Georgian structure which was constructed around 1879. Colbeck Castle is a massive stone and brick ruin with walls standing to their full original height. Colbeck Castle is situated in open country about two miles north of the Old Harbour town centre, Saint Catherine. The castle, built about 1680, is currently owned by the Jamaica National Heritage Trust. The building adopted the Palladio style of Architecture. The Planning Authorities will endeavour to protect, preserve and enhance the special character and environs of historical buildings, especially those protected under the National Heritage Trust Act, and will promote the use of such buildings, sites and districts for the education, pleasure and general welfare of the people of the City. The applicable policies pertaining to Historical, Archaeological Sites and Buildings will be applied in this area.

- POLICY OH C12 The local planning authority will not allow any works to any historic buildings in the Old Harbour local area if it considers that such action would adversely affect the architectural or historic interest of the area until adequate consultation has been carried out with the Jamaica National Heritage Trust.
- POLICY OH C13 The design of new buildings should respect any traditional character of the area, in respect of design, material, scale building height or mass and attention will be paid to the choice of materials and decorative detail including windows, doorways and roof style.

URBAN ECONOMY

Commercial and office complexes are a focal point of the Old Harbour and a contributing factor to the Old Harbour Bay area with these activities being concentrated within the central areas and along the main thoroughfares. Commercial development is concentrated along the main street and the arteries to Old Harbour Bay and Banister. Such activities are gradually being introduced to the residential areas but should be confined to the areas identified for that purpose.

- POLICY OH UE1 New Commercial and or office uses will only be permitted within areas designated for such uses on the proposed land use map.

FIFTH SCHEDULE, *contd.*

POLICY OH UE2	Buildings for commercial purposes shall not exceed two storeys in height in the areas zoned for such uses and should be in accordance to the standards set in the Development Manual.
POLICY OH UE3	Buildings for office uses shall not exceed three storeys.
POLICY OH UE4	Buildings for resort uses shall not exceed three storeys in height.
POLICY OH UE5	Developments open to the public or used for employment or educational purposes will not be permitted unless adequate access and facilities are provided for all including persons with disabilities.

Fishing is the major economic activity within the Old Harbour Bay area. The Old Harbour Bay fishing beach is the only gazetted fishing beach within the Development Order Area.

POLICY OH UE6	The planning authority will support development to facilitate the rehabilitation of the Old Harbour fishing beach including storage, selling and waste disposal facilities that will enhance and make it more attractive to customers.
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It has been reported that Old Harbour Bay beach accounts for as much as between 8-13% of all inshore landings in the country. Approximately 1,400 fishers (approx. 600 licensed) operate from there, using nets, traps lines and nets to exploit the fish resources on the island shelf, which is quite wide at that point.

Fishing has been a traditional economic activity in the community of Old Harbour Bay and is the livelihood of several fisher folk in the area and should be encouraged and supported.

POLICY OH UE7	The site reserved for a public fishing beach 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.
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Agriculture is a main contributor to the economy of Old Harbour/Old Harbour Bay Local Planning Area. Large scale farming activities take place in the western limits and small scale farming on the northern limit of the local area. The predominant crops are sugar cane and citrus there are also poultry farms within the local area.

It is therefore important that the use of lands of high agricultural capability be protected and rationalised to safeguard the economy of the area.

FIFTH SCHEDULE, *contd.*

POLICY OH UE8 The local planning authority will ensure that the areas which have been delineated for agriculture use will be used for that purpose until otherwise needed for necessary activities.

POLICY OH UE9 The local planning authority will ensure that good agriculture lands are protected from encroachment by other uses and only intensive agriculture will be allowed on lands in classes 1–3 of the categories relating to agricultural use areas.

Industrial uses which support the agricultural economy such as agro processing industries will normally be supported at areas identified for such uses on the land use proposal map and at suitable locations in proximity to the source of the raw material. The Jamaica Public Service Power Station is located in Old Harbour Bay and is at present, the only heavy industrial activity in the local planning area. It is expected that such facilities may require expansion or retooling in the future and in such instances, the planning authority will require the preparation of technical studies to inform the determination of proposals.

POLICY OH UE10 Heavy industrial activities will not normally be permitted within the area except in those indicated on the land use proposal map.

POLICY OH UE11 Industrial activities that are compatible with the existing uses and which support the local economy of the area will normally be permitted by the Local Authority in areas identified for such uses and will be assessed on their own merit.

TOURISM

Tourism related activities can be an integral part of the economy within Old Harbour Bay. With its close proximity to Old Harbour a tourist trail can be developed and could include the historic landmarks within the Old Harbour and an eco-trail within the Old Harbour Bay coastal area. The potential for tourism has to be guided to ensure that problems created by uncontrolled development do not arise.

POLICY OH TO1 In order to preserve the scenic beauty located at the south eastern section of the beach, no permission will be given by the planning authority for development which would block any outstanding view.

POLICY OH TO2 The developer of any overwater structure must obtain the necessary licence and permit from the Natural Resources Conservation Authority (NRCA) and the required planning approval from the planning authorities

FIFTH SCHEDULE, *contd.*

before proceeding with the development.(See SP OWS 1-8)

As in the situation with Old Harbour Bay tourism related activities can also be an integral part of the economy within Old Harbour. This consists of a tourist trail to visit the historic landmarks of Colbeck Castle and The Railway Station.

POLICY OH TO3 Heritage sites and or trails that may be identified from time to time by the local planning authority will be protected.

SOCIAL AMENITIES

A number of social facilities exist in the Old Harbour/Old Harbour Bay Local Planning Area. These include educational, health and recreational facilities. These facilities will be preserved and protected for the benefit and enjoyment of the citizens.

POLICY OH SA1 Developments that would decrease or eliminate any of the social facilities in the Old Harbour/Old Harbour Bay Local Planning Area will not be supported unless they are being replaced with a similar facility of equal or greater statute in the immediate neighbourhood.

Recreation and Open Space

The Old Harbour/Old Harbour Bay Local Planning Area currently has limited public open spaces and recreation places within its boundary.

The protection of open/green spaces within the boundary of the local area as well as seeking to ensure that adequate provisions are made especially in multifamily developments is critical.

POLICY OH SA2 All lots within Old Harbour/Old Harbour Bay Local Planning Area that are zoned as public open spaces, or for recreational uses, shall be developed only for such use; the planning authority will not support any uses in conflict with the proposed zoning.

POLICY OH SA3 The planning authorities will not support any new multi-family development (apartments/townhouses) except where amenity area provision as stipulated at the rate outlined in the Appendix 11 of this Development Order is adequately met.

FIFTH SCHEDULE, *contd.*

- POLICY OH SA4 No structure shall be allowed on any public open space that does not complement the use thereof (e.g. Telecommunication Towers and billboards, etc).

Educational and Institutional

There are a few Educational/Institutional places within the local area. It comprises of various basic, primary and high schools.

- POLICY OH SA5 Proposals for educational or institutional uses will be supported on lots approved for such activities and will be assessed on their own merit.
- POLICY OH SA6 Building heights for new schools should not exceed one (1) storey for basic schools and three (3) storeys for primary and high schools and should be in accordance with the building and design guidelines of the Ministry of Education.
- POLICY OH SA8 Development of new places of worship or religious institution shall be considered on their own merit and should not negatively affect the amenity of the area.
- POLICY OH SA9 The local planning authority should ensure that social facilities have adequate access and amenities for person with disabilities.

HOUSING

There are different types of residential units in the Old Harbour/Old Harbour Bay Local Planning Area. There is however a trend towards the construction of gated community developments in the area. These gated communities have a mixture of detached and semi-detached residential units.

Given the growing trend in Kingston with the construction of apartments and Town houses, the Old Harbour local planning area will be influence over time by this trend.

- POLICY OH H1 Residential single family unit or duplex dwellings will be allowed in accordance with the guidelines in Figure 1.
- POLICY OH H2 Apartment/townhouse development may be permitted on parcels of residential zoned land which are 0.2 hectares (½ an acre) and over in area.
- POLICY OH H3 Density shall not exceed 250 habitable rooms per hectare (100 habitable rooms per acre) with building heights not exceeding 6 storeys in the area so identified on Inset Map No.3 and Map 2 and may, in relation to the physical

FIFTH SCHEDULE, *contd.*

conditions existing in the area, be varied by the planning authority.

POLICY OH H4	Density shall not exceed 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 2 storeys for residential lots in areas that do not have connection to the central sewage system.
POLICY OH H5	Density shall not exceed 75 habitable rooms per hectare (30 habitable rooms per acre) on a minimum lot size of 0.2 hectare ($\frac{1}{2}$ acre), and may in relation to the physical conditions existing in the area, be varied by the local planning authority.
POLICY OH H6	New multi-family developments (apartment/ townhouse) shall provide amenity area at the rate stipulated in the Appendix 11 of this Development Order.
POLICY OH H7	The planning authorities will not normally support non-residential development on lots zoned for residential uses.
POLICY OH H8	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 OH H9	Commercial units that border residential lots should adhere to the requisite setback as outlined within the Appendices of this Development Order and or be constructed with no rear windows so as to not infringe on the privacy of the residential use.

The area located in the north-east section of the town of Old Harbour generally known as Gutters is an ideal area for estate type residential development. This type of residential development assists in preserving arable lands within urban centres while allowing for appropriately scaled residential development. In this area farm plots of a minimum lot size of 0.8 hectare will be considered and it is intended to retain low density farmstead character of the area. However depending on the nature of the agricultural activity, the standards of the Development and Investment Manual, if higher, may be utilized.

POLICY OH H10	The local planning authority will only support estate type residential developments on lot size of 0.8 hectare in the Gutters and environs area
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FIFTH SCHEDULE, *contd.*

- POLICY OH H11 In areas of conservation or environmental importance where low density accommodation or residential development is contemplated the density shall not normally exceed ten (10) habitable rooms per acre (ten habitable rooms per four hectares).

WASTE TREATMENT AND DISPOSAL

Sewage Disposal

Most of the older housing schemes in the planning area were served by septic tanks and absorption pits directly. There has been increasing recognition of the effects of sewage pollution on the ground water resources. With the influx of new housing developments the houses are now connected to a central sewage system which uses tertiary treatment. The local planning authority will encourage the provision of central sewage systems in large scale housing developments.

- POLICY OH WT1 No permission will 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 tertiary level.
- POLICY OH WT2 The fishing beach should be provided with an incinerator or similar device in which to dispose of fish entrails and other discarded parts.

Solid Waste

Inadequate waste storage facilities can affect the amenities of neighbouring properties and the public causing health and safety problems. Additionally, inadequate waste storage facilities for fish entrails and other discarded parts can affect the amenities of the fishing beach causing health and safety problems. Provision for waste storage, collection and disposal should be such that it is not a public nuisance.

- POLICY OH WT3 The planning authority will ensure that all developments make provisions for the storage and collection of waste within the curtilage of the development.
- POLICY OH WT4 Onsite waste storage areas must be suitably constructed and located in order to facilitate safe access for the disposal and collection of refuse.
- POLICY OH WT5 All developments will be required to make adequate provision for the storage and collection of waste matter which should if possible be sorted into non-recyclable and recyclable categories.

FIFTH SCHEDULE, *contd.*

ENERGY CONSERVATION AND GENERATION

Liquid Natural Gas (LNG) is natural gas that has been cooled to (minus 260 degrees Fahrenheit) minus 161 degrees Celsius where it becomes a clear, colourless, odourless liquid which can be stored or transported over long distances. It is primarily methane (CH₄) with low concentration of other hydro carbons (water, carbon dioxide, nitrogen, oxygen and some sulphur compounds). When it is warmed it “regasifies” and under normal conditions can be used for the same purpose as conventional natural gas such as heating, power generation etc. In an effort to decrease the cost of electricity production it will be used to assist in the generation of electricity at the Old Harbour power plant.

In order to ensure that there is safe and reliable operation the local planning authority will insist that measures are taken in the design, construction and operation of these facilities. Along with the guidelines and standards indicated in Appendix 23 the following policies will apply.

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| POLICY OH E1 | Storage facilities will be permitted where it can be shown that there would be no adverse effects on existing properties or potential development land that would likely to be affected in the event of an accident or emergency on the site. |
| POLICY OH E2 | Development proposals for any purpose which would result in a significant number of people living, working or congregating in proximity to the site will not normally be permitted. |
| POLICY OH E3 | The facility should be designed to take into account the environmental and safety regulations for construction and operation of liquefied natural gas facility and should prioritize the health and safety of people who are within the operating sphere of influence of the facility. |

ABOVE ROCKS LOCAL AREA PLAN

Description

The Above Rocks Local Planning Area is a small growth centre in the north eastern part of Saint Catherine with sections of it straddling the boundary of St. Andrew. Its land use is predominantly agricultural with orange as its major type of produce. There is also a considerable amount of mixed farming including poultry. Above rocks was said to be populated in the early 19th century by refugees from the Haitian Revolution. The residential areas are mainly situated along the main roads, in the eastern, northern and southern regions however, there are still a significant amount of shrubs and woodlands mostly in the southern and western regions.

FIFTH SCHEDULE, *contd.*

In 2011 statistical data showed that the population of the local planning area decreased to 3,075 persons from that of 3,169 persons in 2001. Despite an increase in population between 1982 and 1991 from 2,490 to 3,169 or 27.27% the population remained stagnant between 1991 and 2001.

TRANSPORTATION AND TRAFFIC

Public Transportation Centre

The Above Rocks Local Planning area has no public transportation centre for the use of buses and route taxis that traverse the growth centre. The dominant means of transportation is via route taxis and private motor vehicles. However the local area is also serviced by the Jamaica Urban Transit Company (JUTC) and the National Transport Co-operative Society (NTCS). Although the number is not considerable they should be able to load and unload passengers safely.

POLICY AR T1 Where practical and feasible the local planning authority will seek to encourage the appropriate authority to provide lay-bys to accommodate and facilitate the use of public transportation.

Road Network

Above Rocks is a linear settlement with all major activity located on the main roads. The lack of sidewalk facilities makes it unsafe for the movement of pedestrians, including the disabled. The local planning authority will endeavour to have the road authorities remedy the situation and make the roads safer.

POLICY AR T2 The Local Planning Authority will seek to ensure that sidewalks for pedestrian use are put in place especially in high user areas and are also accessible for persons with disabilities.

With the exception of the main thoroughfares within the local planning area the majority of the secondary access roads are both narrow and unpaved. This contributes to the interior of the local area remaining relatively sparse.

POLICY AR T3 The local planning authority will seek to ensure that the proposals for road widening and improvements in Appendix 5 are preserved and not constructed on in any way.

CONSERVATION OF THE NATURAL AND BUILT ENVIRONMENT

Natural Environment

Above Rocks comprises of relatively rugged terrain traversed by tributaries of the Rio Cobre. The tributaries and springs provide a significant source of the water supply to the community.

FIFTH SCHEDULE, *contd.*

POLICY AR C1 The planning authorities will discourage any development activity that will result in compromising the quality of the water sources throughout the local planning area.

The protection of the local flora and fauna is critical to the preservation of the unique rural characteristics of Above Rocks.

POLICY AR C2 The local planning authority will not normally grant planning permission for any developments which will result in the large scale removal of flora and fauna and may request an Environmental Impact Assessment where necessary.

URBAN ECONOMY

Above Rocks has a few commercial entities operating within its boundaries and as a result most residents have to travel to nearby towns to access a wider variety of goods and services.

POLICY AR UE1 The local planning authority will encourage the development of commercial entities in areas zoned for the purpose shown on the Inset Map No. 4 that will contribute to the economy of the area and will not detract from its character in any way or be detrimental to the environment.

POLICY AR UE2 Buildings for commercial purposes shall not exceed two storeys in height in the areas zoned for such uses and should be in accordance to the standards set in the Development Manual.

POLICY AR UE3 Buildings for office uses shall not exceed three storeys.

POLICY AR UE4 Developments open to the public or used for employment or educational purposes will not be permitted unless adequate access and facilities are provided for all people with disabilities.

Sand mining throughout Above Rocks represents an alternate means of generating income within the local planning area. This type of activity is prevalent along the Zion Hill area.

POLICY AR UE5 The Planning Authorities will seek to ensure that the conditions attached to the various quarry licenses are adhered to.

FIFTH SCHEDULE, *contd.*

HOUSING

Residential units in the area are mainly single family and are owner occupied. Most of the houses are generally in fair to good condition and are predominantly made of concrete. Multi-family type development such as town houses and apartments are limited within Above Rocks.

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| POLICY AR H1 | New single family detached housing development in the area will be supported in areas zoned for such developments. |
| POLICY AR H2 | The erection of any multi-family type developments will be required to seek planning permission from the Local planning authority and should conform to all required planning standards set out in this Order |
| POLICY AR H3 | Housing development will not normally be allowed on land that is steep and unstable, vulnerable to erosion, slippage, subsidence, flooding or other natural hazards or which will involve costly extra ordinary precautions by the Government to safeguard. |
| POLICY AR H4 | Density shall not exceed 75 habitable rooms per hectare (50 habitable rooms per acre) in hilly areas, with building heights not exceeding two (2) storeys, and shall be in accordance with the hillside development guidelines which may be developed from time to time. |
| POLICY AR H5 | Where housing development proposals are being contemplated in potentially hazardous areas the local planning authority will require the submission of technical documents such as an engineer's report for consideration in the application. |
| POLICY AR H6 | Density shall not exceed 125 habitable rooms per hectare (50 habitable rooms per acre), with building heights not exceeding two (2) storeys, except in areas over 30 degrees in slope or where the hillside development guidelines will apply. |

SOCIAL AMENITIES

There are several social facilities located within Above Rocks. These include a police station, numerous churches, schools and the Above Rocks Vocational Training Centre. The local planning area also has the Above Rocks Health Clinic which is a privately owned Type 1 Health Centre. It was founded by Louis Raimann, a Swiss nurse who dedicated 60 years of service to the Above Rocks area. Despite the presence of a number of social amenities, the local planning area is void of a dedicated community centre.

FIFTH SCHEDULE, *contd.*

POLICY AR SA1	The Local planning authority will support the expansion and upgrading of the Health Clinic as the need arises.
POLICY AR SA2	New proposals for educational and institutional uses will be assessed on their own merit and shall conform to all required planning standards.
POLICY AR SA3	Building heights for new schools should not exceed one (1) storey for basic schools and three (3) storeys for primary and high schools and should be in accordance with the building and design guidelines of the Ministry of Education.
POLICY AR SA4	Development of new places of worship or religious instruction shall be considered on their own merit and should not negatively affect the amenity of the area.
POLICY AR SA5	The local planning authority should ensure that social facilities have adequate access and amenities for person with disabilities.

WASTE TREATMENT AND DISPOSAL

The Above Rocks Local Planning Area lacks a central sewage system.

POLICY AR WT1	<p>The local planning authority will encourage the use of the following sewage disposal methods in appropriate situations:</p> <ul style="list-style-type: none"> (i) septic tanks and absorption pits; (ii) ventilated improved pit latrine or pit latrine; (iii) 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.
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Solid Waste

The collection and disposal of solid waste is the National Solid Waste Management Authority (NSWMA). The collection of such waste is on a task basis, weekly.

POLICY AR SA1	The local planning authority will not support indiscriminate and unsatisfactory disposal of solid waste and recycling will be encouraged as much as possible.
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FIFTH SCHEDULE, *contd.*

- POLICY AR SA2 The local planning authority will support the installation of garbage receptacles at critical locations for the collection and disposal of garbage.

GLENGOFFE LOCAL AREA PLAN

Description

Glengoffe is a rural centre located north of Above Rocks in the hilly sections of north east Saint Catherine. It is predominantly a residential area with small scale commercial activities along the arterial roadways. It stretches from Lucky Hill in the north to Free Town in the east, Mt. Edwards in the South to Goddards in the west and includes areas such as Sandy Hill Belgar and Mt. Concard.

In 2011 the Glengoffe Local Planning Area had a population of 3,100 persons showing a decrease of 4.05% over 2001 when the population stood at 3,231 persons.

TRANSPORTATION

Public Transportation Centre

The Glengoffe Local Planning Area lacks a public transportation centre for the use of public passenger vehicle operators and commuters. It is essential that public transportation be organized for the safety and convenience of commuters. A suitable location will be identified by the local planning authority to be developed as a transportation centre.

- POLICY G T1 An off street site shall has been identified on the Land Use Proposal Inset Map No.5 for a public transportation centre and public parking area and the local planning authority will seek to have the local authority develop it for public passenger vehicles and commuters.
- POLICY G T2 The local planning authority shall ensure the provision and implementation of parking arrangements for disabled persons in the public transportation centre and public parking area.
- POLICY G T3 All new developments having outdoor parking lots shall make use of green and or permeable parking surface techniques.

Roads

Glengoffe is served by few arterial roads that provide linkages to other areas of the north eastern section of the Development Order Area. It is therefore imperative that maintenance and improvements where possible be carried out to ensure that

FIFTH SCHEDULE, *contd.*

the road network in the planning area facilitates free movement in and through the area.

- POLICY G T4 The planning authorities will support any rehabilitation of the major arterial or any other roads carried out in the area that seeks to improve mobility as well as to include provisions of adequate sidewalk facilities and amenities, for the use and safety of all road users, including the disabled.

URBAN/RURAL ECONOMY

The predominant economic activities are agriculture and commerce with limited light industries. Several small farmers practice agriculture for both domestic and commercial purposes. Commercial activities are confined to a few small shops and bars located along arterial roads. However, the existing commercial activities are not enough to bring the sought after diversity of the economy that is required for a vibrant growth centre. There is a need to provide alternative forms of development to achieve this and provide a wide range of opportunities for residents for the sustained balanced development of the area.

- POLICY G UE1 The planning authorities will normally support the extension of businesses and industries and the establishment of new ones, provided that the development has little or no adverse effect on the site to be developed or neighbouring sites and is not out of character with the area.
- POLICY G UE2 Commercial activities may be supported as mixed uses along the main road where they are compatible with adjoining developments and where they will in no way damage the amenities of the area.
- POLICY G UE3 Buildings for commercial purposes shall not exceed two storeys in height in the areas zoned for such uses and should be in accordance to the standards set in the Development and Investment Manual.
- POLICY G UE4 Light industrial uses may be allowed on lots zoned as commercial providing that it would not be in conflict with surrounding uses, while maintaining all the set relevant development standards.
- POLICY G UE5 Developments open to the public or used for employment or educational purposes will not be permitted unless adequate access and facilities are provided for all people with disabilities.

FIFTH SCHEDULE, *contd.*

Agriculture remains one of the main sources of employment in Glengoffe. The planning authorities will support as best as possible proposals that will provide employment for residents and strengthen the rural economy of Glengoffe.

- POLICY G UE6 The local planning authority will support a variety of agricultural proposals on lands identified on Inset Map No.5 provided that such proposals will not compromise the character of the area, or impact adversely on the environment or have a deleterious effect on surrounding uses.

HOUSING

Residential units in the Glengoffe Local Planning Area are mainly single family detached type units and are owned by the occupier. Semi-detached multi-family units such as town houses and apartments are absent. There is no pressing demand for densities to be increased to include these types of housing units.

- POLICY G H1 The planning authority will normally support residential developments where necessary infrastructure and amenities are available or can be provided.
- POLICY G H2 New residential developments in the area shall be compatible to and be in accordance with the development densities and standards now in existence and be confined to the areas zoned for that purpose.
- POLICY G H3 Provision will be given where necessary for residential development which would be small in scale and avoid the appearance of a housing estate but respect the village environment.
- POLICY G H4 Housing development will not normally be allowed on land that is steep and unstable, vulnerable to erosion, slippage, subsidence, flooding or other natural hazards or which will involve costly extra ordinary precautions by the Government to safeguard.
- POLICY G H5 Density shall not exceed 75 habitable rooms per hectare (30 habitable rooms per acre) in hilly areas, with building heights not exceeding two (2) storeys and shall be in accordance with the hillside development guidelines which may be developed from time to time.
- POLICY G H6 Where housing development proposals are being contemplated in potentially hazardous areas the local planning authority will require the submission of

FIFTH SCHEDULE, *contd.*

technical documents such as an engineer's report for consideration in the application.

- POLICY G H7 Density shall not exceed 125 habitable rooms per hectare (50 habitable rooms per acre), with building heights not exceeding two (2) storeys, except in areas over 30 degrees in slope or where the hillside development guidelines will apply.

SOCIAL AMENITIES

A number of social facilities exist in Glengoffe. These include educational, institutional and recreational facilities. The area has a police station, post office and a public cemetery which serves the needs of the community and other adjacent areas.

- POLICY G SA1 Developments that would decrease or eliminate social facilities will not be supported unless they are being replaced with a similar facility of equal or greater stature in the immediate neighbourhood.
- POLICY G 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.
- POLICY G SA3 Building heights for new schools should not exceed (one) 1 storey for basic schools and three (3) storeys for primary and high schools and should be in accordance with the building and design guidelines of the Ministry of Education.
- POLICY G SA4 Development of new places of worship or religious instruction shall be considered on their own merit and should not negatively affect the amenity of the area.
- POLICY G SA5 The local planning authority should ensure that social facilities have adequate access and amenities for person with disabilities.

WATER SUPPLY

There are sections of Glengoffe with domestic water supply distribution problem. Because of this a lot of the rural sections of the local planning area still rely on catchment tanks and therefore these should not be abandoned.

- POLICY G WS1 The construction of rainwater catchment tanks will be encouraged by the planning authorities for residential

FIFTH SCHEDULE, *contd.*

and other developments in areas without public water supply.

- POLICY G WS2 The relevant authorities will ensure that the existing public water supply system infrastructure is improved to adequately service the local planning area.

WASTE TREATMENT AND DISPOSAL

Sewage Disposal

The Glengoffe Local Planning Area is not serviced by a central sewerage system. Many of the existing developments dispose of sewage via absorption pits and in some instances a combination of pit and septic tanks. In many instances the sewage treatment facilities do not treat the sewage to a secondary level.

- POLICY G WT1 Development; including new buildings, extensions and or change of use; in areas without central sewage, must provide a waste treatment facility that treats sewage to a tertiary level and for trade effluent to the pre-treatment standards as stipulated by the relevant authorities.
- POLICY G WT2 In the absence of a central sewage system the following sewage disposal methods may be permitted in appropriate situations:
- (i) septic tank and evapotranspiration bed
 - (ii) septic tank and reed bed
 - (iii) Any other safe and appropriate waste disposal technology as may be developed from time to time that is acceptable to the planning authority and other relevant agencies.

Solid Waste

There is a lack of routine garbage collection by the National Solid Waste Management Authority within the Glengoffe Local Planning Area. Therefore residents burn the majority of their solid waste while some amount ends up in rivers or along the street which is very unsightly. If some methods of recycling were to be introduced along with a repository in a central location this would diminish the amount being disposed of indiscriminately and relieve the situation.

- POLICY G WT3 The planning authority will ensure that all developments make provisions for the storage and collection of waste within the curtilage of the development.

FIFTH SCHEDULE, *contd.*

- POLICY G WT4 The planning authority will facilitate the appropriate siting of facilities for the separation, and recycling of waste in existing and new developments.

GUYS HILL LOCAL AREA PLAN

Description

Guys Hill is classified as a district centre due in part to the presence of all the basic amenities needed for modern living such as a Type III Health Centre, a branch of the Saint Catherine Parish Library, public market, post office and police station.

The main economic activity in Guys Hill is agriculture; however the centre hosts a thriving commercial sector focusing on retail and services.

In 1970, Guy's Hill was the twelfth largest town in St Catherine with 1,676 residents. The population increased by an annual average of 2.71% to 2,311 in 1982. This area's population has continued to increase, though at a slower rate resulting in a population of 2,798 persons in the last national census in 2011. The area recorded a 0.5% increase during the last inter-censal period (2001 – 2011). Using this growth rate, the population of Guys Hill is expected to stand at 3,200 persons by 2030.

The Saint Catherine-St. Mary boundary runs through the Guy's Hill Local Planning Area, and the policies contained herein refer only to the area located in Saint Catherine.

TRANSPORTATION AND TRAFFIC

There is no formal public transportation centre in Guys Hill. Passengers are loaded and unloaded along the main road and within the business nodes. This results in a chaotic situation on the roadway which interferes with smooth flow of traffic and causes an inconvenience to other road users especially at the morning and evening hours

- POLICY GH T1 The local planning authority will seek to establish a suitable transportation centre to accommodate taxis and buses along with the necessary conveniences for the commuting public
- POLICY GH T2 To avoid increased congestion along the Guys Hill Main Road, the local planning authority will not support on-street parking along this road.

Parking for many older commercial and service uses within the centre is generally inadequate or non-existent, hence many vehicles park along roadways. However more recent commercial developments, for the most part, have provided sufficient onsite parking.

FIFTH SCHEDULE, *contd.*

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| POLICY GH T3 | The planning authority will not normally support proposals for new development or extensions unless the required number of parking spaces on site, including parking for the disabled are provided or unless such provisions can be met on a property in proximity which is owned by the developer or in which he has legal interest. Only the remainder of the property can be developed and any development on such property will have to provide separate parking. |
| POLICY GH T4 | All new developments having outdoor parking lots shall make use of green and or permeable parking surface techniques. |
| POLICY GH T5 | A controlled on-street parking system may be allowed where it does not affect the free flow of traffic and is not detrimental to pedestrian and other road users. |
| POLICY GH T6 | The local planning authority will seek to ensure that within the planning area all intersections and roadways are equipped with ramps and proper lighting to give visibility to motorists and all pedestrians including disabled persons. |

URBAN ECONOMY

Presently, the Guys Hill Local Planning Area possesses two commerce nodes along the main road. The old node comprises the post office, market, health centre and police station along with several retail stores, while the new node to the south consists of modern designed retail complexes and service entities. Growth in business and industry will be encouraged in suitable locations and at appropriate scales.

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| POLICY GH UE1 | The planning authorities will normally support the extension of businesses and industries and the establishment of new ones in areas so identified for such uses in the Guys Hill Proposed Land Use map |
| POLICY GH UE2 | Light industrial developments which are compatible with the general character of the area may be considered at suitable sites in the Guys Hill Local Planning Area and will be considered on their own merit. |
| POLICY GH UE3 | Planning permission will normally 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 cause damage to the amenities of the area. |

FIFTH SCHEDULE, *contd.*

- POLICY GH UE4 Building heights for commercial and office uses should not normally exceed 2 stories and setbacks from property boundaries should be pursuant to the stipulations of the Development and Investment Manual–Planning and Development Vol. 1, Section 1 and to the satisfaction of the planning authority.

The agricultural economy of Guys Hill focuses mainly on subsistence farming of cash crops and fruits as such land for agricultural uses needs to be safeguarded from development which would render it unusable. In an effort to diversify the agricultural product, the development of agro-processing and cottage industries establishments may be explored in this area. These enterprises should be compatible with their surroundings and not cause any harm to the environment or amenities of the area.

- POLICY GH UE5 All agricultural lands are to remain in their existing use, especially in light of food security concerns related to climate change, until such lands are required for the progressive expansion of the area

- POLICY GH UE6 The local planning authority will give due consideration to the establishment of agro-industrial development at suitable locations where surrounding amenities will not be adversely affected.

- POLICY GH UE7 Consideration will be given to small home based cottage type industries provided that they will not have any negative impact on the amenities of the area.

The efficient conducting of agricultural activities requires the provision of markets and other collection and distribution facilities in convenient locations.

- POLICY GH UE8 A produce market on agricultural lands will normally be considered where it is shown that it is necessary for the distribution and or collection and storage of produce and supplies for the farming community.

HOUSING

Most of the houses in this Planning Area are owner occupied and are single family units; however, there is one new multifamily development in Guys Hill which indicates that the demand for such types of housing developments may be increasing. This type of housing development will be supported at suitable locations with the appropriate facilities.

- POLICY GH H1 Lands will be shown on the land use proposal map for residential purposes and housing development will be encouraged in these areas.

FIFTH SCHEDULE, *contd.*

POLICY GH H2 In dealing with applications for multi-family development the planning authority will take into consideration the factors listed in Appendix 11

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 Guys Hill Local Planning Area is hilly in nature hence densities in outlying hilly areas will be low and will not be in excess of 50 habitable rooms per hectare (20 habitable rooms per acre).

POLICY GH H3 Residential single family units or duplex dwellings at a density of 75 habitable rooms per hectare (30 habitable rooms per acre, with building heights not exceeding two (2) storeys will normally be allowed on lots which satisfy the relevant planning guidelines.

POLICY GH H4 In areas of steep slopes or unstable geology density for single family/ duplex developments, shall not exceed 50 habitable rooms per hectare (20 habitable rooms per acre), with building heights not exceeding two (2) storeys and may, in relation to the physical conditions existing in the area, be varied by the planning authorities

SOCIAL AMENITIES

Guys Hill possesses some of the basic social amenities necessary for modern living. This includes a Type III Health Centre; a branch of the Saint Catherine Parish Library along with several types of educational facilities. There is also a community centre and town hall located in the district centre. There is a scarcity of open space in the Guys Hill Local Planning Area as the only ones available are affiliated with schools and churches in the area.

POLICY GH SA1 The planning authority will ensure that existing open spaces and amenity land are safeguarded and where appropriate new areas will be provided or permitted.

The Guys Hill local planning area currently does not have a public cemetery. Presently burials within the community occur on private lands (family plots or in cemeteries affiliated with churches within the area).

POLICY GH SA2 The local planning authority will seek to identify suitable lands for a public cemetery, once this facility has been developed, the practice of onsite burials will be discouraged

Education plays a large role in furthering social, economic and cultural development of a country, and provides opportunities for the improvement in the

FIFTH SCHEDULE, *contd.*

economic situation of persons in a community. The Guys Hill local planning area is served by 3 primary schools and a junior High School.

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| POLICY GH SA3 | 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 GH SA4 | All educational or institutional facilities shall meet the requirements of the Development and Investment Manual—Planning and Development and be to the satisfaction of the local planning authority. |
| POLICY GH SA5 | Building heights for new schools should not exceed (one) 1 storey for basic schools and three (3) storeys for primary and high schools and should be in accordance with the building and design guidelines of the Ministry of Education, while churches shall not exceed two storeys. |
| POLICY GH SA6 | Development of new places of worship or religious instruction shall be considered on their own merit and should not negatively affect the amenity of the area. |
| POLICY GH SA7 | The local planning authority should ensure that social facilities have adequate access and amenities for person with disabilities. |

WASTE TREATMENT AND DISPOSAL

There is no central sewage system in the Guys Hill Local Planning Area. Traditionally, sewage is disposed of onsite usually by means of absorption pits. Septic tanks were subsequently used along with absorption pits as the main method of sewage disposal. Environmental, Health, and Planning Authorities have become more stringent with regards to the management of waste, and as such, there is a concerted effort to have sewage treated at least to a secondary level. In instances where development occurs within 20 metres of a water body, this may be varied.

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| POLICY GH WT1 | Permission will not be granted for new buildings or extensions unless the sewage treatment facilities proposed will treat the sewage produced to at least a tertiary level. |
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FIFTH SCHEDULE, *contd.*

POLICY GH WT2 In the absence of a central sewage system the following sewage disposal methods may be permitted in appropriate situations:

- (i) septic tanks and tile field
- (ii) Any other safe and appropriate waste disposal technology as may be developed from time to time that is acceptable to the planning authorities and other relevant agencies.

LLUIDAS VALE LOCAL AREA PLAN

Description

The Lluidas Vale Planning Area stretches from the Worthy Park property road in the north, southerly to capture land and camp boundary to include areas such as Worthy Park and Barnes Pen Hill.

According to the population census of 2001 Lluidas Vale had a total population of 2,552 persons comprising of 1267 males and 1285 females. This total made Lluidas Vale one of the least populated Local Planning Area in the parish. The 2001 figure represents a 1.33 per cent increase over that of 1991. However, the 2011 statistical data showed a decline in the population to 2095 persons.

TRANSPORTATION

Public Transportation Centre

There is public transportation available in the form of route taxi which plies within Lluidas Vale and to and from the various adjoining communities. However there is no public transportation centre for use of these vehicles which service the area. Currently the main roadway at the square and the Petcom Gas Station are two areas that are used for the loading and off-loading of passengers. It is anticipated that there will be moderate increase in the population and as such it is desirable to have a safe and convenient location for this purpose.

POLICY LV T1 Where practical and feasible the local planning authority will seek to encourage the appropriate authority to allow temporary parking along Lluidas Vale main road to accommodate and facilitate the use of public transportation until there is construction of a permanent transportation centre.

POLICY LV T2 A site not currently being used in Lluidas Vale square opposite to the public open space could in the long term, if warranted be acquired for the purpose of

FIFTH SCHEDULE, *contd.*

constructing a transportation centre to facilitate public passenger vehicles which should be accessible to all road users including the disabled.

Road Network

Lluidas Vale main road is one of the main access routes to the communities located in the northern section of Clarendon and is busy. Houses, business places and social services are strung out along the main road that runs through the area giving rise to a linear pattern of development. However no provision has been made for sidewalks along the main road and other side roads extending from the main thoroughfare and as such, it is unsafe for pedestrian using it. There is therefore need for the inclusion of sidewalks to increase the safety of these roads for pedestrians use.

POLICY LV T3	The local planning authority will seek to ensure that any rehabilitation of the main road or any other roads undertaken in the area will include adequate sidewalk facility where absent, for the use and safety of pedestrians, including the disabled.
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Vehicular Parking

Commercial establishments especially along the Lluidas Vale main road have been constructed without any provision of on-site parking facilities. This encourages parking along the main road. The planning authorities will seek to encourage developers to make provisions for off-street parking to ensure efficiency of the road as it will allow traffic to flow more smoothly and with less interruption.

POLICY LV T4	New developments will be required to provide adequate on-site parking facilities or where feasible a private car park on an alternate site in a suitable location, including parking facilities for the disabled, to the satisfaction of the local planning authority.
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POLICY LV T5	All new developments having outdoor parking lots shall make use of green and or permeable parking surface techniques.
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CONSERVATION OF THE NATURAL AND BUILT ENVIRONMENT

Caves though limited in the Lluidas Vale planning area are of significant importance based on their physical structure, biodiversity, paleoclimatic and fossils records that exist. Deforestation in and around caves are of concern; the removal of trees affects the temperature and humidity in the caves. Deforestation leads to the filling of caves with silt which will result in a change in the existing drainage pattern and also an increase in the occurrence of flooding.

FIFTH SCHEDULE, *contd.*

POLICY LV C1 Planning permission will not be granted for developments which will cause destruction of forest which protects the area and which is also a habitat for critically endangered and rare endemic Black Billed Parrots as well as other rare forest dependent species.

There's the potential for internal destruction of the caves located in this area from excessive human visitation for the purposes of tourism, and most importantly, the mining for bat guano. Much of the biodiversity of the caves is dependent on bat guano as the primary food source. The wholesale removal of the bat guano will result in the elimination of not only the bat through repeated disturbance but the elimination of almost every species that lived on it.

POLICY LV C2 Application for the exploration, appraisal and the working and production of bat guano will be subject to the most rigorous examination because of their importance and possible impact on the area.

POLICY LV C3 No planning permission will be granted for the use of caves as an attraction which will adversely alter their physical character or impede their use and functions.

The Lluidas Vale Local Planning Area is located within a well-developed Tropical Karst landscape which is characterized by a number of sinkholes. Sinkholes allow surface water to drain underground and if polluted can cause the water resource to become contaminated or may cause flooding if several sinkholes become blocked.

POLICY LV C4 Planning permission will not be given for developments which would obstruct or prevent in any way the natural drainage or runoff via the various sinkholes that are present in the area.

POLICY LV C5 Planning permission will not be given for developments which will have any impact on the landscape or the groundwater system. The disposal of sewage or other effluent in or near sinkholes will not be permitted.

URBAN ECONOMY

Majority of the urban economic activities in Lluidas Vale are located along the main road. The area consist of a variety of commercial entities such as a bank, market, wholesales, shops, bars and few light industries located at strategic points throughout the area. To achieve a more vibrant planning area special attention will be paid to further diversification of the urban economy and the creation of more jobs so that there can be sustained and balanced development of the area.

FIFTH SCHEDULE, *contd.*

POLICY LV UE1	The local planning authority will encourage the development of commercial and light industrial entities that will contribute to the economy of the area and will not detract from its character in any way or be detrimental to the environment.
POLICY LV UE2	Proposal for the extension of business premises will be permitted provided the visual amenity of occupiers of neighbouring properties is safe guarded.
POLICY LV UE3	Proposal involving the change of use of premises and sites to the establishment of light industries will be considered provided that they will be compatible with the general character of the area and will not have an adverse impact on the environment.
POLICY LV UE4	Buildings for commercial purposes shall not exceed two storeys in height in the areas zoned for such uses and should be in accordance to the standards set in the Development Manual.

Lluidas Vale, given its location within the troy limestone formation, is characterized by a poljie which is covered with rich alluvial and bauxite soil has most of its rural economy centered on agriculture. This has changed in recent times to include the production of rum and is encouraged to be maintained. However in an effort to safe guard the livelihood of the local community it is therefore necessary that there is more diversification of the economic base.

POLICY LV UE5	The local planning authority will give long term protection to the areas which have been delineated as agricultural lands associated with agro-industry on the land use proposal map and will give long term protection to the needs of agriculture over other planning considerations in dealing with any development of such lands. This consideration will be informed in part by food security considerations occasioned by climate change.
POLICY LV UE6	The local planning authority will give due consideration to the establishment of agro-industrial development at suitable location where the infrastructural facilities are available and where surrounding amenities will not be adversely affected.
POLICY LV UE7	Consideration will be given to small home based cottage type industries provided that they will not have any negative impact on the area.

FIFTH SCHEDULE, *contd.*

TOURISM

There is potential for increased economic activities geared towards tourism. Lluidas Vale is an ideal location for further establishment of eco-tourism which makes use of the areas' natural environment. Any activity that involves the sustainable use of the natural resources within the area will be encouraged.

POLICY LV TO1 Planning permission will be given for the development of villas and other resort purposes on a small-scale in Lluidas Vale as long as they conform with the policies and guidelines set out for such developments and will not adversely affect the natural and physical environment of the area.

POLICY LV TO2 The local planning authority will support the efforts of any incorporate cave attraction as a part of their ecotourism product provided that operations are guided by the principles of sustainable tourism.

HOUSING

Most of the houses in this Local Planning Area are owner occupied and are single family units. The incidence of squatting is therefore not an immediate concern. Most of the houses are made of concrete with minor repairs required. Multi-family type development such as town houses and apartments are absent as the town's population does not warrant these type of development. However, in the event that the need arise such developments will be supported. In areas of conservation or environmental importance where low density accommodation or residential development is contemplated the density shall not normally exceed ten (10) habitable rooms per acre (ten habitable rooms per four hectares).

POLICY LV H1 Lands that have been identified on the land use proposal map for residential purposes and housing development will be encouraged in these areas.

POLICY LV H2 New residential developments in the area shall be compatible with the nature and character of existing development.

POLICY LV H3 All new housing development and extensions to existing buildings should be adequately setback from property boundaries so as not to intrude on the privacy of residents.

POLICY LV H4 In dealing with application for multi-family development the planning authority will take into consideration the factors listed in Appendix 11.

FIFTH SCHEDULE, *contd.*

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| POLICY LV H5 | Residential single family units or duplex dwellings at a density of 125 habitable rooms per hectare (50 habitable rooms per acre, with building heights not exceeding two (2) storeys will normally be allowed on lots which satisfy the relevant planning guidelines. |
| POLICY LV H6 | 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), with building heights not exceeding two (2) storeys and may, in relation to the physical conditions existing in the area, be varied by the planning authorities. |

SOCIAL AMENITIES

The Lluidas Vale local planning area has several basic social amenities necessary for standard rural living, some of which includes churches, health centre, schools, a post office and a police station. Currently, the provision of public open spaces and recreational places are limited within its boundary, however, a recreational area, cemetery and a training institution are available in proximity which serves the needs of the community. It is desirous that land located beside the cemetery currently being used as a recreational area, to be developed for a multipurpose-community centre and recreational area.

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| POLICY LV SA 1 | Lands already allocated as football fields or for open spaces will be prohibited from other developments and the local planning authority will not support any other use unless a suitable alternative recreational site is developed for use by the community. |
| POLICY LV SA 2 | Developments which would result in the reduction of existing land for educational use will not be supported unless provisions can be made elsewhere at a suitable location. |
| POLICY LV SA 3 | Building heights for new schools should not exceed (one) 1 storey for basic schools and three (3) storeys for primary and high schools and should be in accordance with the building and design guidelines of the Ministry of Education, while churches shall not exceed two storeys. |
| POLICY LV SA 4 | Development of new places of worship or religious instruction shall be considered on their own merit and should not negatively affect the amenity of the area. |

FIFTH SCHEDULE, *contd.*

- POLICY LV SA 3 The local planning authority should ensure that social facilities have adequate access and amenities for person with disabilities.

WASTE TREATMENT AND DISPOSAL

Sewage Treatment

With irregularities in the piped water supply system the traditional pit latrine continues to be used by a large percentage of the households as the means of sewerage disposal. In 2001, fifty per cent (50%) of households used pit latrines while thirty-seven (37%) percent had water closets and a small proportion had no facilities. 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 LV WT1 Permission will normally 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.
- POLICY LV WT2 The local planning authority will support the use of sewage disposal methods in the area once they are approved or recommended by the Ministry of Health and the N.R.C.A.
- POLICY LV WT3 The disposal of waste into sinkholes and caves will not be supported by the planning authority.

Solid Waste

Solid waste is scheduled to be collected once per week in Lluidas Vale. As a result the system is inefficient and causes residents to dispose of solid waste predominately by burning or dumping in the yard. According to the 2001 census approximately fifty per cent (50%) of the population burns their garbage while nineteen per cent (19%) reported having a regular collection.

- POLICY LV WT4 Owners of buildings are expected to have proper solid waste storage and facilities on their premises and the local planning authority will encourage the relevant Authority to have some large garbage skips placed in public areas as a repository.

POINT HILL LOCAL AREA PLAN

Description

Point Hill is a district centre located in the north western section of the development order area and includes areas such as Kentish, Bonner and Roaring

FIFTH SCHEDULE, *contd.*

River. The topography is primarily hilly with a few dispersed plains and is comprised generally of weathering resistant chalky or flint beds. The area generally falls in the agricultural land classification on IV which is suitable for the cultivation of tree crops and for pasture.

A small defined square is present in the town centre where the majority of the small scale commercial and service activities are located. Other such activities are located in a linear fashion along the Point Hill Main Road.

According to the census data, the 2011 population of the Point Hill Local Planning Area stood at 2,317 persons. The area has been experiencing slow population growth evidenced by a population growth rate of 0.4 % between 1982-1991, -5.4% between 1991-2001 and 0.35% between 2001 and 2011. By 2030 it is estimated that the population will stand at 2,564 persons.

TRANSPORTATION & TRAFFIC

Transportation Centre

The Point Hill Local Planning area has no formal public transportation centre for the use of buses and route taxis that traverse the area. The dominant means of transportation is via route taxis and private motor vehicles. Currently passengers are loaded and offloaded indiscriminately along the main road. The area currently experiences both slow population increase and rate of business development. However, it is desirable to have safe and convenient locations for this purpose.

POLICY PH T1	The Local planning authority will seek to identify suitable lands when necessary, that can accommodate a transportation centre with the necessary amenities which will accommodate public passenger vehicles and passengers including the disabled. All public passenger vehicles operating within the town will be expected to operate from this point or at other designated areas.
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Vehicular Parking

On street parking can cause inconvenience and danger to other road users. Therefore, new developments should include adequate, well located and designed parking areas. Strict adherence to the standard parking requirements within Point Hills proposed and existing commercial area will be required.

POLICY PH T2	Parking for commercial and other urban type developments in Point Hill will be provided within the boundary of the site including parking arrangements for the disabled and in accordance with the requirements in Appendix 8 and Figure 2.
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FIFTH SCHEDULE, *contd.*

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| POLICY PH T3 | All new developments having outdoor parking lots shall make use of green and or permeable parking surface techniques. |
| POLICY PH T4 | A controlled On-street parking system may be allowed where it does not affect the free flow of traffic and is not detrimental to pedestrian and other road users. |

Road Network

There is no provision for sidewalks along the main roads in Point Hill causing it to be unsafe for pedestrians, cyclists and motorists. Many roads are narrow and winding so in areas around the Point Hill District Centre and leading to schools, it will be necessary to place sidewalks for the safe movement of pedestrians as well as access for disabled persons.

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| POLICY PH T5 | The planning authorities will support any rehabilitation of the arterial or any other roads carried out in the area that seeks to improve or add adequate sidewalk facilities, for the use and safety of all pedestrians, including the disabled. |
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URBAN ECONOMY

The major economic activities in Point Hill are that of agriculture (mostly small to medium scale farming), retail and light industry all of which serve as the main sources of employment within the area. The majority of the retail and service uses are located along the main road.

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| POLICY PH UE1 | Mixed uses such as situations in which residential and commercial activities occur on the same lot will normally be supported by the Local planning authority where they are compatible with the existing developments and will not cause damage to the amenities of the area. |
| POLICY PH UE2 | Building heights for commercial and office uses should not normally exceed two (2) floors and should be pursuant to the stipulations of the Development and Investment Manual—Planning and Development Volume 1, Section 1 and/or to the satisfaction of the local planning authority. |

Although agriculture is the dominant form of economic activity there are other job opportunities available in the area. While the level of employment is not as high as in agriculture, they provide an outlet for alternate livelihoods. These establishments are also necessary for the retail of goods and provision of services to the residents.

FIFTH SCHEDULE, *contd.*

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| POLICY PH UE3 | The local planning authority will normally grant permission for the erection of small commercial and developments at areas identified for such land uses on the Point Hill Proposed Land Use Map. |
| POLICY PH UE4 | Light industrial uses may be supported at locations where access to the necessary infrastructure and facilities are available and where they do not diminish the amenity of the area. |
| POLICY PH UE5 | The local planning authority will encourage development in locations identified aimed at maintaining and improving the provision of commerce, retail and entertainment and support employment opportunities. |

Small scale agriculture dominates the economy of the planning area, and remains the leading source of income. Presently there is no market in the area so farmers travel to Lluidas Vale, Spanish Town and other relatively close communities to sell on market days. Agricultural lands therefore need to be safeguarded against other urban activities which will reduce its potential and diminish this source of income to residents.

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| POLICY PH UE6 | Planning permission may be granted for the subdivision of agricultural lands especially in farming areas only if it is being replaced by economic activities supportive to the agricultural industry. |
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HOUSING

Residential housing units in the area are mainly single family detached units. Presently, there are no multi-family type developments such as town houses and apartments. However, if the existing level of amenities and development can be surmounted, such developments may be supported at suitable locations. As an agricultural community, care must be taken that the agricultural land is used for housing and other developments on a rational basis.

Additionally housing development should not take place in remote areas but rather where it can take maximum advantage of spare capacity in the existing infrastructure or where this infrastructure can be provided for at the outset.

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| POLICY PH H1 | New residential developments in the area shall be compatible with the topology and physical character of the area. |
| POLICY PH H2 | The planning authority will not normally support any large scale residential developments where necessary infrastructure and amenities are not available. |

FIFTH SCHEDULE, *contd.*

POLICY PH H3 Residential development should not normally exceed two stories in height, be setback from property boundaries as stipulated in the appendix and satisfy the necessary planning standards as stipulated by the planning authorities.

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 Point Hill local planning area, as evident by its name, is hilly in nature presenting slopes of 25° to 30° in some instances hence densities in outlying hilly areas will be of a low nature and will not be in excess of 50 habitable rooms per hectare (20 habitable rooms per acre).

POLICY PH H4 Residential single family unit or duplex dwellings at a density of 75 habitable rooms per hectare (30 habitable rooms per acre) on a minimum lot size of 0.2 hectare (½ acre), with building heights not exceeding two (2) storeys, will normally be allowed on lots which satisfy the relevant planning guidelines including onsite sewage in areas without connection to a central sewage system.

POLICY PH H5 In areas of steep slopes or unstable geology density for single family/ duplex developments, shall not exceed 50 habitable rooms per hectare (20 habitable rooms per acre), with building heights not exceeding two (2) storeys, and may, in relation to the physical conditions existing in the area, be varied by the planning authorities.

POLICY PH H6 Density shall not exceed 50 habitable rooms per hectare (20 habitable rooms per acre) in hilly areas and shall be in accordance with the hillside development guidelines which may be developed from time to time.

POLICY PH H7 Where housing development proposals are being contemplated in potentially hazardous areas the local planning authority will require the submission of technical documents such as an engineer's report for consideration of the application.

POLICY PH H8 Housing development will not be allowed on land that is steep and unstable, vulnerable to erosion, slippage, subsidence, flooding or other natural hazards or which will involve costly extra ordinary precautions by government to safeguard.

FIFTH SCHEDULE, *contd.*

SOCIAL AMENITIES

Point Hill possesses some of the basic social amenities necessary for modern living. This includes a Type II Health Centre, a branch of the Saint Catherine Parish Library, and Basic, Primary and Junior High Schools. There is also a community centre located in the district centre which is not currently being fully utilized.

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| POLICY PH SA1 | The local planning authority will support multipurpose uses where skills training facilities can be offered along with other beneficial social activities for community members. |
| POLICY PH SA2 | The planning authority will ensure that existing open spaces and amenity land will be safeguarded and where appropriate new areas are provided or permitted. |
| POLICY PH SA3 | The local planning authority should ensure that social facilities have adequate access and amenities for person with disabilities. |

The Point Hill local planning area currently does not have a public cemetery. Presently, burials within the community occur on private lands such as family plots or in cemeteries affiliated with churches within the area. This is a common practice in rural areas however many times this creates problems with regards to sale and further development of lands. Even though Point Hill is in proximity Dovecot and Meadowrest cemeteries, a public cemetery is required in this area which may also service surrounding rural communities.

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| POLICY PH SA4 | The local planning authority will seek to identify suitable lands for a public cemetery when the need arises. |
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Education plays a large role in furthering social, economic and cultural development of a country and provides opportunities for the improvement in the economic situation of persons in a community. The Point Hill local planning area is served by a Basic, and Junior High School. There is also a reading and diagnostic centre which caters to both youngsters and adults.

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| POLICY PH SA5 | Developments which would result in the reduction of the available educational facilities will not be encouraged unless provisions can be made elsewhere at a suitable location to offset any loss which would result from such development. |
| POLICY PH SA6 | Institutional uses such as schools and places of religious instruction may be allowed on the lots zoned for office or commercial on the land use proposal map. |

FIFTH SCHEDULE, *contd.*

- POLICY PH SA7 Building heights for new schools should not exceed (one) 1 storey for basic schools and three (3) storeys for primary and high schools and should be in accordance with the building and design guidelines of the Ministry of Education.
- POLICY PH SA8 Development of new places of worship or religious instruction shall be considered on their own merit and should not negatively affect the amenity of the area.

WATER SUPPLY

According to the 2011 population census approximately 10% of the local planning area accesses piped water into their home or yard which leaves vast sections of Point Hill which do not receive piped water. Because of this many residents in the outlying vicinities of the local planning area still rely on catchment tanks for their normal household use. Although piped water is being supplied to more areas, some residents will still be dependent on catchment tanks and therefore this practice should not be abandoned.

- POLICY PH WS1 The construction of rainwater catchment tanks will be encouraged by the planning authorities for residential and other developments without a reliable public water supply system.
- POLICY PH WS2 The local planning authority will seek to ensure that local public water catchment facilities are developed maintained and improved in order to supplement water supply to the Point Hill community

RIVERSDALE LOCAL AREA PLAN

Description

In 2011 the Statistical Institute of Jamaica determined that the Riversdale population stood at 2,515 persons registering a decline from the 2001 census population of 3,101 persons. In 1970, Riversdale was the eleventh largest town in Saint Catherine, with a population of 1,772 persons. By 1991 the population increased to 2,791 persons, the population grew by 11% to 3,101 persons in 2001.

Riversdale Local Planning Area is bounded by the Crawle Road to the west and Riversdale main road; and the train line to the south and Top Hill to the north.

TRANSPORTATION AND TRAFFIC

Transportation Services within the Local Planning Area are provided by means of private motor vehicles and taxis. Taxis load and unload as they proceed and then turn around at their destination. The Riversdale Local Planning Area has no serious traffic congestion problem.

FIFTH SCHEDULE, *contd.**Vehicular Parking*

The town has a small linear commercial centre with the older buildings constructed without any parking provision. During harvest time the main road becomes more congested because of the number of trucks using the roadway.

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| POLICY R T1 | To avoid congestion and facilitate the free flow of traffic along Riversdale Main Road, the planning authorities will not support on street parking along these roads. |
| POLICY R T2 | Maintenance and improvements to the main and other roads will be supported by the local planning authority in order to ensure that there is free and easy movement of traffic throughout the local planning area. |
| POLICY R T3 | The local planning authority will seek to ensure that main transport routes are provided with lay-bys to allow public passengers to embark and disembark safely. |

There are a few commercial complexes which provide parking for their patrons. However there are other commercial activities which are void of the requisite parking. The local planning authority will encourage the municipal corporation to provide a public parking lot if the need arises and will identify a site for the purpose.

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| POLICY R T4 | The local authority will identify an area to meet the proposed parking requirements if necessary, including parking facilities for the disabled. |
| POLICY R T5 | All new developments having outdoor parking lots shall make use of green and or permeable parking surface techniques. |

CONSERVATION OF NATURAL AND BUILT ENVIRONMENT

The Riversdale Local Area is home to the Riversdale Railway Station and the Natural Bridge. The Riversdale Railway Station is a two storey Jamaican/Georgian timber building constructed on a concrete slab base. It was erected around 1896.

Natural Bridge is one of the first major non-cavernous, karstic features to be documented from the Antillean region. The Natural Bridge occurs in a small gorge cut into the Eocene limestones of the Somerset and underlying Troy Formations. The bridge spans a 20-22 metres section of the Rio Doro channel and is 17 metres high, with a limestone bed for a roof span, and 8 metres of limestone form the roof that supports a road. This bridge links Riversdale with other nearby communities that would have otherwise been inaccessible.

The planning authorities will endeavour to protect, preserve and enhance the special character and environs of historical buildings, especially those protected

FIFTH SCHEDULE, *contd.*

under the National Heritage Trust Act, and will promote the use of such buildings, sites and districts for the education, pleasure and general welfare of the people of the nation. The applicable policies pertaining to Historical, Archaeological Sites and Buildings will be applied in this area.

POLICY R C1 The local planning authority will not allow any development activity to any historic buildings or sites in the Riversdale local planning area if it considers that such action would adversely affect the architectural or historic interest of the area until approval is given by the Jamaica National Heritage Trust.

POLICY R C2 In areas where development is permitted adjacent to rivers or streams, the setback shall be a minimum of 30 metres from the banks and may, in relation to the physical conditions existing in the area, be varied by the planning authorities.

URBAN ECONOMY

The major economic activities in this area consist of commerce and agriculture, with a few light industries. Commercial activities are confined to a small location while shops and bars located at strategic points along the main roadways supplying wholesale and grocery items.

POLICY R UE1 Planning permission will be granted to allow commercial activities and other mixed uses along the main road where they can satisfy the relevant planning requirements and will not cause damage to the amenities of the area.

POLICY R UE2 New Commercial and or office uses will only be permitted within the zones designated for such uses with this Order.

POLICY R UE3 Buildings for commercial purposes shall not exceed two storeys in height above ground level in the areas zoned for such use.

POLICY R UE4 The local planning authority will support the development of complimentary industries which will facilitated the development of agriculture within the area

Agriculture is the most outstanding contributor to the economy in the Riversdale Local Planning Area; with business and services playing a less dominant role. Large-scale farming activities take place within and outside of the south eastern section of the local planning area, with a labour force comprising primarily of residents of Riversdale. It has dominance in its citrus and fruit tree production.

FIFTH SCHEDULE, *contd.*

These farms are important to the economy of Riversdale as well as the nation on a whole.

It is therefore important that lands of high agricultural value be protected and rationalized for urban development to safeguard the economy of the area.

POLICY R UE5 The local planning authority will not normally support development which diminishes the amount of productive or potentially productive agricultural lands in Riversdale unless there is a need for the land to be used otherwise especially in light of food security concerns related to climate change.

POLICY R UE6 The local planning authority will ensure that good agricultural lands are protected as long as it is expedient to do so from encroachment by other uses and in the interim only intensive agriculture will be allowed on lands in classes 1-3 of the categories relating to agricultural use areas.

Conducting efficient agricultural activities requires the provision of markets and other distribution facilities (such as farm supply outlets etc.) in convenient locations.

POLICY R UE7 A market site will be identified by the local planning authority where it is shown that it is necessary for the distribution of produce and supplies to and from local farms.

SOCIAL AMENITIES

The Riversdale Local Planning Area boasts a number of social facilities ranging from churches to educational facilities.

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

POLICY R 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 R SA3 The local planning authority should ensure that social facilities have adequate access and amenities for person with disabilities.

FIFTH SCHEDULE, *contd.**Recreational and Open Space*

The Riversdale Local Planning Area currently has limited public open spaces and recreational places within its boundary. However, there is a large open space which is used as a playing field.

The protection of open/green spaces within the boundary of the local area as well as seeking to ensure that adequate provisions are made is essential to its development.

POLICY R SA4 The local planning authority will seek to identify lands for open space and recreational uses in the Riversdale Local Planning Area as the need arises.

Educational and Institutional

There are a few primary and basic schools within the Riversdale Local Area.

POLICY R SA5 The local planning authority will support the development of new schools in satisfactory locations in the Riversdale Local Planning Area as the need arises.

POLICY R SA6 Developments which would result in the reduction of existing land for educational use will not be supported unless provisions can be made elsewhere at a suitable location.

POLICY R SA7 Building heights for new schools should not exceed (one) 1 storey for basic schools and three (3) storeys for primary and high schools and should be in accordance with the building and design guidelines of the Ministry of Education.

POLICY R SA8 Development of new places of worship or religious instruction shall be considered on their own merit and should not negatively affect the amenity of the area.

HOUSING

The majority of housing stock is in fair condition. The housing type within the Riversdale Local Area is that of single detached residential units. The need for additional housing units will be met on lands identified and zoned for such purposes in the proposed land use maps.

POLICY R H1 Lands have been identified for residential purposes to fill the future housing demand on the land use proposals map.

FIFTH SCHEDULE, *contd.*

POLICY R H2	The planning authorities will not normally support non-residential development on lots zoned for residential uses.
POLICY R H3	Housing development will not normally be allowed on land that is steep and unstable, vulnerable to erosion, slippage, subsidence, flooding or other natural hazards or which will involve costly extra ordinary precautions by the Government to safeguard.
POLICY R H4	Density shall not exceed 75 habitable rooms per hectare (30 habitable rooms per acre) in hilly areas, with building heights not exceeding two (2) storeys, and shall be in accordance with the hillside development guidelines which may be developed from time to time.
POLICY R H5	Where housing development proposals are being contemplated in potentially hazardous areas the local planning authority will require the submission of technical documents such as an engineer's report for consideration in the application.
POLICY R H6	Density shall not exceed 125 habitable rooms per hectare (50 habitable rooms per acre), with building heights not exceeding two (2) storeys, except in areas over 30 degrees in slope or where the hillside development guidelines will apply.

TOURISM

Tourism related activities can be an integral part of the economy within the Riversdale Local Planning Area boundaries. This consists of a tourist trail to visit the historic landmarks of Natural Bridge and The Railway Station. The potential for tourism is therefore great but has to be guided to ensure that problems created by uncontrolled development do not arise.

POLICY R TO1	The local planning authority will support the development and protection of tourist trails and landmarks in order to preserve the amenity and historic value of the area.
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WASTE TREATMENT AND DISPOSAL

There is no central sewage system in the Riversdale Local Planning Area. Traditionally, sewage is normally disposed of onsite usually 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

FIFTH SCHEDULE, *contd.*

quickly becoming more stringent with regards to the management of waste and sewage, there is a concerted effort to have sewage treated at least to a tertiary level.

POLICY R WT1 Permission will not be granted for new buildings or extensions unless the sewage treatment facilities proposed will treat the sewage produced to at least a tertiary level.

POLICY R WT2 The following sewage disposal methods may be permitted in appropriate situations:

- (i) septic tanks and tile field;
- (ii) Any other safe and appropriate waste disposal technology as may be developed from time to time that is acceptable to the planning authorities and other relevant agencies.

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 R WT3 All developments will be required to make adequate provision for the storage and collection of waste matter which should if possible be sorted into non-recyclable and recyclable categories.

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 lands for woodlands where this is auxiliary to other agricultural activities.

“amenity area” means an area within a development which is intended for leisure purposes which may include landscaped site area, communal lounges or swimming pools;

“apartment building” means a multi-dwelling building comprising three or more dwelling units with shared entrances and other essential facilities and services and with shared facilities provided for dwelling units;

“building line” means a line established from an officially designated centre line or boundary of a street from which all front and street setbacks required under this Order shall be measured and determined;

“built up area” means land forming part of the urban area which is either developed, committed for development or the subject of a new land allocation in this plan. It is a policy boundary concept rather than what exists and is the area within which the general presumption is in favour of development and outside which is against development;

“country side” means lands that are outside the built up area;

“commercial development” means development for the provision or supply of goods or service by wholesale or retail; but does not include a warehouse;

“cubic content” means the cubic content of a structure or building measured externally;

FIFTH SCHEDULE, *contd.*Appendix 1, *contd.*

“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;

“express consent” has the meaning given by the control of advertisement regulations 1978;

“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 of all floors of buildings, structures or erections covered or uncovered 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/plot area ratio / floor space index ” means the ratio of total floor area of a building to land area at the location expressed as a decimal which is determined by dividing the total building area on a lot/site by the lot area;

“ground cover/footprint” means the amount of ground space at grade covered by building development whether or not it is roofed or un roofed, enclosed by walls, or open space used for accommodation or any auxiliary purposes but does not include parking areas;

“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;

FIFTH SCHEDULE, *contd.*Appendix 1, *contd.*

“industry” means one in which the use carried on involves or is incidental to the making of any article or part of any article or the altering, repairing, ornamenting, finishing, cleaning, washing, packing, canning, or breaking-up or demolition of any article or the extraction or processing of minerals;

“industry-light” means an industry in which the process is such that it is suitable for location adjacent to or in close proximity to residential development although not necessarily within the area itself;

“infill” means the development of a vacant site within a substantially developed area in which the bias is to preserve the status quo;

“landscape plan” means a plan which shows the location, species, and size of all major vegetation to be retained, removed, or planted; as well as all other aspects of “landscaping”;

“mixed use development” - means a single planning unit consisting of a mix of compatible uses such as residential, commercial and office activities;

“non-conforming use” means the use of a building, structure, land or portion thereof which use does not conform with the use regulations designated for the area in which it is located;

“office” means a place in which clerical and administrative work is undertaken or a place used for transacting business;

“professional office” means a place used by professionals for the practice of their profession;

“public open space” means land which is reserved for the use of the public;

“quarry” shall have the same meaning as in the Quarries Control Act;

“residential density” in relation to any area, means the number of habitable rooms per hectares and is calculated by adding together all habitable rooms in a selected area and dividing by the acreage;

“rural areas” mean lands outside the built up area or coastal areas;

“satellite antenna” means an apparatus designed for transmitting microwave radio energy to satellites or receiving it from them, and includes any mountings or brackets attached to such apparatus;

“shop” means a building used for the carrying on of any retail trade or retail business wherein the primary purpose is the selling of goods by retail or for any other purpose appropriate to a shopping area;

FIFTH SCHEDULE, *contd.*Appendix 1, *contd.*

“storey” means that portion of a building included between the surface of any floor and the surface of the floor next above, or if there is no floor above it, then the space between such floor and the ceiling next above it;

“strategic gap” means an open area of land where development will be strictly controlled to prevent the coalescence of existing built up areas;

“studio” means an open multifunctional unit which serves as living, sleeping and cooking area along with a bathroom (which may or may not be enclosed) and having a maximum floor area of 400 square feet;

“structure” means anything constructed or erected with a fixed or permanent location on the ground or requiring a fixed location on the ground or attached to something having a fixed location on the ground such as building, platform, swimming pools, sheds, boundary walls, fences, radio towers etc.

“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.

1. Telecommunications Network—Glossary

Base station means—a structure or structures that consist of transmitters and receivers that are connected to antennas by feeder cables. A base station can be a microcell, macrocell or picocell and can either be mobile or fixed;

Co-Location/Mast sharing means—The utilization of one site by more than one service provider and/or the utilization of one or more masts by more than one service provider;

Exclusion zone means—an area within which radiation exposure guidelines may be exceeded. Zones shall be a minimum of 20 m by 20 m (65.6 ft. by 65.6 ft.) in size and the physical barrier shall be a minimum of 3 metres (9.8 ft.) in height;

FIFTH SCHEDULE, *contd.*Appendix 1, *contd.*

Macrocell means—A base station that provides the largest area of coverage within a mobile network. The antennas at this station must be positioned at a height, which prevents obstruction from terrain or buildings;

Mast/Tower means—a ground-based or roof-top structure that supports antennas at a height where they can satisfactorily send and receive radio waves;

Microcell means – base stations that provide additional coverage and capacity to macrocells. A microcell is usually sited where there are large numbers of users. Antennas are usually mounted at street level;

Physical barrier means—a fence or wall not less than 3 metres (9.8 ft.) in height which encloses a base station;

Picocell means—a base station, which is normally found within existing buildings and provides more localised coverage than a microcell;

Precautionary approach means—before a development is permitted it should be shown that the risk from the development is acceptably low. The lack of full scientific certainty or an absence of information indicating that a risk is unacceptably high should not be reasons to approve development;

Radio waves mean—electromagnetic wave of frequencies lower than three million megahertz propagated in space without artificial guide (Radio and Telegraph Control Act);

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

Nine (9) Local Planning Areas have been identified in the Development Order Area. These are listed below:

1. Spanish Town
2. Bog Walk/Linstead/Ewarton
3. Old Harbour/Old Harbour Bay
4. Above Rocks
5. Glengoffe
6. Guys Hill
7. Lluidas Vale
8. Point Hill
9. Riversdale

FIFTH SCHEDULE, *contd.*

APPENDIX 3

*Schedule of Monuments, Historical and Archaeological Buildings and Ecological Sites in Saint Catherine*Buildings of Architectural/Historical Interest, Aqueducts,
Bridges and Dams

Bushy Park Aqueduct	Declared 31/1/2002
Worthy Park Aqueduct	
Cast Iron Bridge Over Rio Cobre, Spanish Town	
Flat Bridge	
Altenheim House, 24 Kings Street Spanish Town	Declared 4/4/1991
Thetford Great House	
Colbeck Castle—Ruin, Old Harbour	Declared 13/9/1990
Highgate House, Sligoville	Declared 10/12/1998
Bog Walk Railway Station	
Linstead Railway Station	
Old Harbour Railway Station	Declared 2/10/2003
Riversdale Railway Station	
Spanish Town Railway Station	Declared 3/4/2003

Caves and Middens

Mountain River Cave, Cudjoe Hill	Declared 3/4/2003
Whitemarl Arawak Museum	Declared 31/12/1992

Historic Sites

Port Henderson	Declared 13/4/1995
Sligoville	
Spanish Town Historic District	Declared 29/12/1994

Churches, Cemeteries, Tombs

Cathedral of St. Jago De La Vega (Anglican), Spanish Town	Declared 31/12/1992
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FIFTH SCHEDULE, *contd.*APPENDIX 3, *contd.*

Jericho Baptist Church

Mount Nebo Baptist

Phillippo Baptist Church, Spanish Town

Declared 5/11/1992

St. Dorothy's Anglican, Spanish Town to
Old Harbour Main Road

Declared 30/3/2000

St Johns Church and Monuments—
Guanaboa ValeSt Phillips Church and Monuments—
Old Harbour Bay*Clock Towers*

Old Harbour

Natural Sites

Bog Walk Gorge

Natural Bridge - Riversdale

Parks

Serenity Park

Wynter's Park

Roads

Highway 2000

Old Harbour Bypass

FIFTH SCHEDULE, *contd.*

APPENDIX 4

SCHEDULE OF BEACHES ALONG THE SAINT CATHERINE DEVELOPMENT
ORDER AREA COAST

Location	Type
Marine Terminal	Public Bathing Beach
Old Harbour Bay	Fishing Beach

FIFTH SCHEDULE, *contd.*

Appendix 5

Main Road Network

The following main road network has been approved or recommended and will be carried out in due course by the appropriate Road Authority. Where reservations have been approved or recommended these will be protected and no development will be permitted which could in any way obstruct the proposals or make it more costly to Government to implement.



Source: The National Works Agency

FIFTH SCHEDULE, *contd.*

Appendix 6

SCHEDULE OF ROAD STANDARDS

(All measurements in metres)

Type of Road	Total Reservation	Carriage-way	Side Reservation (each side)			
			Total	Paved	Planted	
(a) Service Roads	9	6	1.5	—	—	Reservation, carriageway, paving and planting may be varied by Local Planning Authority depending on circumstances.
(b) Housing Estate Roads	12	6	3	1.2	1.8	Paving and planting may be varied by Local Planning Authority depending on circumstances.
(c) Main Housing Estate Roads	15	8.5	3.25	1.45	1.8	Paving and Planting may be varied by Local Planning Authority depending on circumstances.
(d) Arterial Roads	30	7.5	See special requirements			(2)2.4 shoulders and a median strip, or such requirements as the Local Authority may consider adequate.

FIFTH SCHEDULE, *contd.*Appendix 6, *contd.*

Type of Road	Total Reservation	Carriage-way	Side Reservation (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 in subdivisions in the Order Area 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 (and would be equivalent to the National Works Agency Class A Road).

FIFTH SCHEDULE, *contd.*

Appendix 7

Visibility Splays

Visibility splays are the angles of visibility which are designed at all major road intersections. They are intended to facilitate the unobstructed vision of motorists from one street on to the other, thereby minimizing the risks of accidents. Suggested visibility splays in relation to street type are listed below:

ROAD VISIBILITY SPLAYS AND SIDEWALK RESERVATIONS

Road Type	Total Width (m)	Carriage Way (m)	SIDEWALK RESERVATION			Visibility Splay Angle (Degrees)	Splay Distance (m)
			Total (one side)	Paved	Planted (m)		
Service Road	9	6	1.5	-	-	45	1.8
Estate Road	12	6	3.3	1.2	1.8	45	3.0
Main Estate Road (spine or collector)	15	8.5	3.25	1.45	1.8	30	3.0
Main arterial road (adjacent residential areas)	21	14.6 Dual	3.25	1.45	1.8	30	2.1

Shoulders

- Shoulders 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 shoulders 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 shoulders should be properly grassed and maintained, as if they are not, storm water may enter the road base and affect the stability of the road.

FIFTH SCHEDULE, *contd.*

APPENDIX 8

PARKING AND LOADING REQUIREMENTS

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
Motels and Hotels	1 for each guest unit plus 1 for each 4.5 square metres of public dining room. 1 coach parking space per 50 bed spaces in hotels.
Villas	1 per 2 bedroom villa 2 per 3 bedroom villa
Hostels for students	1 space for every 4 units plus 1 space per 2 full-time members of staff.
Civic Administration Building, Office	1 for each 20 squares metres of floor area inclusive of store rooms plus 1 space per unit for staff parking where the building is divided into smaller units.
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. (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	2 space per 3 staff members plus 1 space for every 10 square metres of exhibition area
Cinemas, Concert Halls, Theatre	Town Centre locations, 1 space per 10 seats. Other locations—1 space per 5 seats.
Primary Schools	1 space for every 5 Teachers.
Secondary Schools	1 space for every 5 Teachers, plus 1 space for every 3 non-Teaching staff

FIFTH SCHEDULE, *contd.*APPENDIX 8, *contd.*

Type of Development	Minimum Number of Vehicle Parking Spaces Required
Post Secondary Institutions (Colleges, Universities etc.)	1 space to be provided for every 2 members of staff plus 1 space for every five (5) full-time equivalent students in addition to administration requirements.
Hospitals Clinics/Health Centres	1 space for each 4 beds. 3 spaces for each practitioner.
Group medical, Veterinary or Dental Practices	2 spaces per practitioner.
Creche, Day Nurseries or Day Care Centre	1 space per 3 staff members plus an area for setting down and picking up of children.
Assembly Halls, Auditoriums, City and Town Halls, Court 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.

FIFTH SCHEDULE, *contd.*APPENDIX 8, *contd.*

Type of Development	Minimum Number of Vehicle Parking Spaces Required
Parking for Disabled	In all parking areas for developments open to the public consisting of 3–19 spaces—at least 1 space; 20 spaces or more – a minimum of 5% of the total number of spaces.

Vehicle Loading Requirements within Site Boundaries

Types of Building	Number of Loading or off-loading bays
Shops, Showrooms, Stores,	1 for each building up to 930 square metres plus 1 for each 1850 square metres of floor area. Markets, Hospitals area in excess of 930 square metres to a total of 3.1 for each 930 square metres thereafter.
Industrial Building used for manufacture or storage	1 for each building up to 460 square metres plus 1 for each 930 square metres of floor area in excess of 460 square metres to a total of 3. One (1) for each 4600 square metres thereafter.

The design layout and landscaping of parking areas shall be in accordance with Appendix 9 and Figures 2, 3 and 4.

FIFTH SCHEDULE, *contd.*

APPENDIX 9

The Design of Parking Facilities

1. The condition governing the design of parking facilities (see figure 3) for enclosed and unenclosed parking is an unobstructed rectangular minimum space of 5.5m x 2.5 m. 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

2. In the case of parking garages with columns, care must be taken to ensure proper moving of vehicles and in no case should a column project into a minimum parking space aisle.

3. For parking garages, carports and parking areas, the maximum gradient and the maximum cross slope shall be 1 in 20.

4. In certain types of developments, developers will be required to provide loading and off-loading bays within the curtilage of the site.

5. Each bay shall have an unobstructed rectangular space 6.7m by 3.0m and reasonably vehicular access shall be provided to each bay.

6. The parking provision for disabled drivers should be as indicated in Figure 2.

FIFTH SCHEDULE, *contd.*

APPENDIX 10

GUIDELINES FOR THE PROPER SITING AND DESIGN OF
PETROL AND OIL FILLING STATIONS

1. Stations should be located at a minimum of 152.4m from any public institution such as schools, churches, public libraries, auditoriums, hospitals, public playgrounds, *et cetera*.
2. Area of land to be developed should be sufficient to allow manoeuvring of vehicles within its curtilage but should not be less than 112.0 sq. m. with a minimum frontage of 91.44m. on the primary street.
3. Filling Stations will not be allowed in any area where traffic situation is such that it will cause obstructions in entering or leaving a station, or on tight curves where visibility is not adequate.
4. Vehicular access or egress or crossover should be reasonably safe with adequate approach distances especially where main roads and intersections are involved.
5. Wherever possible, stations should be erected on level rather than sloping site to prevent rolling of discarded materials such as cans, drums, *et cetera*.
6. When sited in shopping centres, stations should be located in an isolated area of the development as long as planning criteria are met e.g. setback.
7. Environmental impact on streams, lakes, ponds, aquifer, *et cetera*, will be taken into consideration. An Environmental Impact Assessment may be required from the applicant.
8. Buildings are to be located a minimum of 12.20 m. from road property boundaries to provide adequate area for manoeuvring of vehicles in the service area.
9. Canopies and supports over pumps and service equipment when located less than 6 m. from interior residential lot lines or building or structure should be constructed of non-combustible material.
10. Petrol pumps shall be located a minimum of 30.48 m. from any residential building.
11. No fuel pumps or other mechanical equipment shall be installed so as to permit servicing of motor vehicles standing on a public street or highway.
12. All service areas should be paved to avoid dust nuisance.
13. Exterior design of the building should be compatible with adjacent development and should be such that it is not detrimental to property values in the area.

FIFTH SCHEDULE, *contd.*APPENDIX 10, *contd.*

14. In a residential area a landscaped open area 3.0m wide shall be provided along the rear property boundary and 4.6m wide along the side property boundaries, and be separated from paved area by kerb or other barrier.

15. Where the site adjoins the side of, or rear boundary of a residential lot, a solid wall 3.0m. in height should be constructed and maintained along that lot boundary.

16. A raised kerb of at least 15cm. in height should be erected along street property lines except for driveway openings so as to prevent operation of vehicles on sidewalks, and to define entrance or exit points.

17. Signs should be in accordance with the advertisement Regulations and should be located so as not to reflect the sun into the face of motorists and should be large enough so that they can be seen from a reasonable distance at a reasonable speed.

18. Each tank shall be vented to the atmosphere outside of buildings by means of an independent vent pipe which should not be less than 3.65m. in height or 0.6m. above the top of the nearest adjacent building.

19. All volatile flammable liquid storage tanks shall be installed below ground.

20. Integral containers of adequate design and capacity should be provided for solid waste, such as discarded cans, bottles, *etc.*

21. Proper facilities for storage and disposal of used and waste oil and gas must be provided.

22. Waste water from the washing of motor vehicles et cetera and sewage disposal should be to the satisfaction of the Health Authorities.

23. Fuel should be stored in double walled container with leak spillage and over fill detection system to minimise leakage and prevent contamination of ground water and the material of the tank is to be coated to avoid corrosion.

24. A secondary containment should be in place to contain any spills or leakage and should have a volume of not less than a hundred and ten percent of the volume of the tank itself.

25. Normally no access to nor egress from a filling station shall be closer than 45.72m. to any road intersection or sharp corner, or 76.2m. from the intersection of two main roads.

26. Tank access chambers and filling points should be liquid tight to prevent accidental spillage from entering the ground around the installation.

FIFTH SCHEDULE, *contd.*APPENDIX 10, *contd.*

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.

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 are regarded as habitable rooms except for kitchen and bathroom, landing stairs, passages and storerooms are also excluded. However where a room can be subdivided it counts as two habitable rooms for density calculation purposes.

Where the proposal is for a site with an existing building the density of the development should be calculated as follows and shown on the drawings—

- (a) density for the whole site including habitable rooms in the existing building plus the new proposal;
- (b) density for the existing building on its reduced site area;
- (c) density for the new proposal on its new site area;

Low densities may be appropriate for residential development where the site is of irregular shape, the adjacent buildings are low rise, where there are trees or other natural features to be retained, where it is in a conservation area or where another use is involved.

Security

Public safety and security should be given attention in the design, layout and lighting of developments, especially as it affects the needs, of women, children, the elderly and disabled persons.

FIFTH SCHEDULE, *contd.*APPENDIX 11, *contd.*

Where possible footpaths, play areas, and car parks should be well lit and should be overlooked by habitable rooms or kitchens.

Footpaths should have a clear view through to public areas without any blind corners. Rear access ways to dwellings should be avoided as should access through a block of flats or between houses to other flats.

Play areas should be located so that they can be overlooked from nearby dwellings, but well separated from roads and parking areas; and landscaping should include low shrubs, ground cover and well sited trees to avoid creating hiding places.

Privacy and distance between buildings

Town House and apartment buildings require an area of privacy either for the outdoor use of the occupants of a particular unit or to provide privacy from passers-by. This area is known as the privacy zone. The remainder of the open area where no privacy zone is required 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 metres 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 metres 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

FIFTH SCHEDULE, *contd.*APPENDIX 11, *contd.*

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.

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 everyone hundred (100) dwelling units. Such land should be landscaped initially and otherwise be developed.

The land reserved for public use should not be pieces left over as unsuitable for development of houses. It is important that the land is on usable ground and also that it is properly located within the neighbourhood so that it can be conveniently used for the required public purpose.

Consideration should also be given to the provision of large open spaces rather than several small ones.

(ii) *Multi-Family Development*

Space must be set aside for recreational and landscaping purposes different from the land reserved for the building, car parking, driveway areas, foot paths accessory building and ancillary uses where required. This referred to as the amenity area will normally be a portion of the total site, but may also include swimming pools, communal lounges and other areas within the site which, in the judgement of the planning authorities, can be used for general recreational purposes.

The minimum common “amenity area” for each unit should be provided as follows:

- Studio Unit 15 square metres
- One-Bedroom Unit 30 square metres
- Two or more Bedroom Unit 60 square metres

Landscaping

In new residential developments a site plan will be required showing the accurate position of all existing trees and shrubs and those that are proposed to be removed.

FIFTH SCHEDULE, *contd.*APPENDIX 11, *contd.*

Existing trees and shrubs should, where possible be protected during the construction period by exclusionary fences which should be erected before site clearance commences.

The landscaped areas should be laid out before the development is occupied so that they will be ready for maintenance at the time of occupancy.

Applications will not be considered in outline if the development or the area is felt to be environmentally sensitive.

APPENDIX 12

INFORMATION TO BE SUPPLIED WITH SUBDIVISION APPLICATION

Scheme Plan

Every Scheme plan prepared for the purpose of a subdivision shall show—

- (a) the whole of the land being subdivided.
- (b) the type of development and the several allotments and their areas, dimensions, and numbers in sequence.
- (c) the proposed phasing and seeding if any.
- (d) contour lines with respect to residential subdivision especially where the terrain is most uneven and difficult.
- (e) surface water drainage details.
- (f) scale to which the plan is drawn.
- (g) existing roads, reserves, access way and service lanes.
- (h) the layout of the proposed roads and their approximate grades, the proposed reserves, access ways and service lanes.
- (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.

FIFTH SCHEDULE, *contd.*APPENDIX 12, *contd.**Location Plan*

A location plan is to accompany each scheme plan showing the position of the subdivision in such a manner as to facilitate mapping and location on ground. Such a plan should:

- (a) show the nearest places of importance to and from which any road leads;
- (b) show definable and easily recognizable marks on earth together with necessary data such as distance from nearest mile post;

APPENDIX 13

SUBDIVISION ASSESSMENT CRITERIA

The planning authority will take into consideration the following criteria in assessing subdivision applications;

- (a) whether or not closer subdivision or settlement of the land shown on the scheme plan is in the public interest, or the land for any other reason whatsoever is suitable for subdivision or it is premature having regard to the provision of essential engineering and social services;
- (b) if adequate provision has been made for the drainage of any allotment or the disposal of sewage there from;
- (c) if the subdivision would interfere with or render more difficult or costly the carrying out of any public work or scheme of development which is proposed or contemplated by the Government of Jamaica or any local authority;
- (d) if the proposed subdivision conforms to recognized principles of town planning;
- (e) if there is adequate information given concerning the proposed co-ordination with adjacent land and its development and services;

FIFTH SCHEDULE, *contd.*

APPENDIX 14

GENERAL DEVELOPMENT STANDARDS FOR
TELECOMMUNICATION NETWORK1. *Standards*

Size of site for base station for free standing structure.

- (i) No base station shall be less than 400 square metres (1312.3 square ft.) for self-support towers.

Setback for free standing structure

- (ii) The foremost part of each Mast or tower shall be a minimum distance of 6.1 metres (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 metres (9.8ft) in height within the curtilage of the site.

Height of tower

- (iv) The minimum height of self-support towers/masts shall not exceed 45.72 metres (150ft) within urban areas.
- (v) All masts/towers over 30 metres (98.4ft) must comply with the stipulation of the Jamaica Civil Aviation Authority and Spectrum Management Authority. For rooftop structures, the height of the building must constitute a part of the measurement.

Signage

- (vi) Readily identifiable signage warning the public to “Keep Out”, who the operator/s of the site are, their emergency contact numbers shall be posted at a conspicuous position at the site.

Parking and Access to site

- (vii) Sites must be adequately sized to accommodate the manoeuvring and parking of not less than two service vehicles. Access way shall be a minimum of 4.6m (15ft) with parking bays being 5.5 by 2.4m (18 feet by 7.8 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 14, *contd.*

2. Information Accompanying Application

A. Consultation Information

- (i) Result of stakeholder 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 *etc.*
- (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 15

Cave in St. Catherine

List of Caves Identified for St. Catherine extracted from information from the Jamaica Caves Organization (JCO) (<http://www.jamaicacaves.org/main.htm>)

Name of Cave	Location
Black River	Appleton
Arlington Cave	Arlington
Bartons Cave	Bartons
Copper Cave	Benbow
Wakefield Spring	Bog Walk
Rhoden Cave	Cedar Gully
Lawful Cave	Coco Ree
Mother Fanny Cave	Coco Ree
Arsehole Gully Sinks	Crofts Mountain
Calf Sink	Crofts Mountain
Chocolate Sink	Crofts Mountain

FIFTH SCHEDULE, *contd.*APPENDIX 15, *contd.*

Name of Cave	Location
Dragon Cave	Crofts Mountain
Flash's Field Holes	Crofts Mountain
Guava Sinks	Crofts Mountain
Gully Glade Cave I	Crofts Mountain
Gully Glade Cave V	Crofts Mountain
Gully Glade Caves II-IV	Crofts Mountain
Hog Hole	Crofts Mountain
Junction Sink	Crofts Mountain
Laws Hole I	Crofts Mountain
Laws Hole II	Crofts Mountain
Laws Hole III	Crofts Mountain
Laws Hole IV	Crofts Mountain
Laws Hole V	Crofts Mountain
Missing Glade Sink Cave	Crofts Mountain
North Camp Hole I	Crofts Mountain
North Camp Hole II	Crofts Mountain
Pine Glade Sink	Crofts Mountain
Rat Hole 1	Crofts Mountain
Sink Glade Holes	Crofts Mountain
Smokey Cave	Crofts Mountain
Watch Sink 1	Crofts Mountain
Watch Sink 2	Crofts Mountain
Argument Sink	Crofts Mountain area
Bamboo Sink	Crofts Mountain area
Breadfruit Glade Cave	Crofts Mountain area
Breadfruit Sinkhole	Crofts Mountain area

FIFTH SCHEDULE, *contd.*APPENDIX 15, *contd.*

Name of Cave	Location
Henriques Cave	Crofts River
Mountain River Cave	Cudjoe Hill
Riverhead Cave	Ewarton
St Clair Cave—Pollyground Ent	Ewarton
Goat Island Cave	Great Goat Island
Retreat Cave	Guanaboa Vale
Top Mountain Cave	Guanaboa Vale
Worldsend Gully Cave	Guanaboa Vale
Paradise Bridge Cave	Harkers Hall
Sampsons Hole	Heywood Hall
Clarks Hole 1	Jericho
Clarks Hole 2	Jericho
Jericho Spring	Jericho
Taylors Cave	Kellits
James Hill Cave	Linstead
Thomas River Head	Linstead
Victoria Cave	Linstead
Coco Ree Cave North	Lluidas Vale
Coco Ree Caves	Lluidas Vale
Lluidas Sinkhole	Lluidas Vale
Murmuring Brook Sink	Lluidas Vale
Slue's Cave	Lluidas Vale
Worthy Park Cave 1	Lluidas Vale
One Brother Cave	Louzy Bay
Macca Tree Cave	Macca Tree
Tamarind Hill Cave	Macca Tree

FIFTH SCHEDULE, *contd.*APPENDIX 15, *contd.*

Name of Cave	Location
Mount Diablo Cave	Mount Diablo
Potato Hill Cave	Mullock
Witter Cave	Natural Bridge
Orange Grove Cave	Orange Grove
St Clair Cave—Lemon Ridge Main Ent	Orangefield
St Clair Cave—Lemon Ridge Outer Ent	Orangefield
Swallow Hole	Paradise Bridge
Camp Cave	Pedro River
Camp Sink 1	Pedro River
Camp Sink 2	Pedro River
Johnson Field Holes	Pedro River
Kellits Deep Sink	Pedro River
Mule Sink	Pedro River
Nana's Field Hole	Pedro River
Pedro River Sink	Pedro River
Pretty Cave	Pedro River
Pennington Cave	Pennington
Planter Hall Cave 1	Planters Hall
Planter Hall Cave 2	Planters Hall
Lemon Ridge Cave (See St Clair)	Polly Ground
Peartree Holes	Queens Hill
Ham Walk Cave	Rio Magno
Rio Magno Cave	Rio Magno
Wrights Cave	Riversdale
Big Wood Cave	Riversdale area
Mother Macs Gully Hole	Roaring River

FIFTH SCHEDULE, *contd.*APPENDIX 15, *contd.*

Name of Cave	Location
James Mount Cave	Rock Hall
Nethersole Pit 1	Rock Hall
Nethersole Pit 2	Rock Hall
Horse Cave	Salt Island Lagoon
Cedars Cave	Sligoville
Spring Garden Rising	Spring Garden
Midland Cave	Swansea
Braham Cave [C]	Thetford
Natty Gully Hole	Tydixon
Round Hill Cave	Tydixon
Charming Hole 1	Worthy Park
Corn Ground Sink 1	Worthy Park
Corn Ground Sink 2	Worthy Park
Corn Ground Sink 3	Worthy Park
Factory Sinks	Worthy Park
Gully Head Cave	Worthy Park
Hosea Cave	Worthy Park
Middle Pass Cave	Worthy Park
Mule Cave	Worthy Park
Sand Hole Gully Cave	Worthy Park
Swansea Cave—Main	Worthy Park
Swansea Cave—First Collapse	Worthy Park
Swansea Cave—Second Collapse	Worthy Park
Swansea Cave—Third Collapse	Worthy Park
Tydixon Ratbat Cave	Worthy Park
Worthy Park Cave 2	Worthy Park

FIFTH SCHEDULE, *contd.*APPENDIX 15, *contd.*

Name of Cave	Location
Worthy Park Cave 3	Worthy Park
St Clair Cave—Zambia Ent	Zambia

APPENDIX 16

GUIDELINES FOR HOTEL DEVELOPMENT

Density

The density for hotel development will be calculated on the basis of the number of guest rooms or habitable rooms per hectare. A guest room is a hotel bedroom together with bathroom and all the ancillary accommodation normally necessary in a resort hotel.

Dwelling houses or resort apartments will be based upon the number of habitable rooms per hectare (see definition).

Factors that will be considered in determining the density of a development are:—

- The availability of utilities such as water, sewerage facilities, etc.
- The availability of good transportation links such as roads.
- The amount of beach frontage available.
- Whether or not it is prime inland site.
- The total area of the site.

Densities for dwelling houses or resort apartments will range from a low of 37.5 habitable rooms per hectare to a high of 75 habitable rooms per hectare along the coastal areas depending on the level of infrastructure available, and a maximum of 75 habitable rooms per hectare inland. The ground cover will range from 15 per cent maximum and the plot ratio 20 per cent.

The density of hotels will range from 18.5 guest rooms per hectare (7.5hra) in environmental sensitive coastal areas to a maximum of 37.5 guest rooms per hectare (15hra) in other coastal and inland areas, depending on the level of infrastructure available.

The ground cover will be 15 per cent maximum and the plot ratio 15 per cent maximum for densities at 18.5 guest room's ph and 20 per cent for both at 37.5 guest rooms per hectare.

FIFTH SCHEDULE, *contd.*APPENDIX 16, *contd.*

Where the proposal is part of another development such as a golf course the density will be calculated over the area that the buildings occupy rather than the total site area.

Access

Access points to hotels should be located so as to minimize turning movements across traffic where possible they should be located on service roads where the volume of traffic is less.

Height

Accommodation located on the beach will not be allowed to exceed three stories in height plus pitched roof if desired subject to a ridge height of 12m (40 ft.) above mean sea level. However, in areas where the hotel is to be located on parcels of land exceeding 4.0 hectares in area higher buildings may be allowed. This will depend on the character and design of the building in relationship to the surrounding areas and other material consideration. Only low rise resort development will be encouraged along the undeveloped coastal areas outside of the built up areas.

Setbacks

Setback from the high water mark should be in conformity with the guidelines in figure 5 as the terrain and other conditions along the coast differ. No building should be located within 12 metres of a road boundary and side boundaries should be a minimum of 3.7m for buildings up to three floors. An additional 1.5m is to be added for each extra floor in excess of three floors. This could vary depending on the size and location of the site, the character of the surrounding area and the height of the building.

Parking

This should be on site and conform to the requirements set out in the parking standards in terms of requirements, design and landscaping.

Site Planning Considerations

Development must satisfy the requirements for ground (or plot) cover, plot (or floor) ratio, building height and habitable rooms or guest rooms per hectare whichever is relevant.

The standard for guest rooms per hectare is based on normal space standards for central and ancillary facilities in resort hotels. Where these fall below the normal, adjustments will be made by the planning authorities in the number of guest rooms so that it is in conformity with allowable densities in the area.

FIFTH SCHEDULE, *contd.*APPENDIX 16, *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 17

ADVERTISEMENT GUIDELINES

The display of advertisements, whether illuminated or not, can have a considerable impact on visual amenities. This is evident along main roads especially in rural areas and on buildings and open spaces in urban areas. 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.

FIFTH SCHEDULE, *contd.*APPENDIX 17, *contd.*

B Residential Areas

1. Advertising is generally out of place in any predominantly residential locality and will normally not be allowed.

C Commercial Areas

1. All displays must be in scale with the particular building on which they are located and must not conceal any architectural features.
2. A display must not be unduly dominant and the most important criterion will be the overall visual effect upon the entirety of the building and its surroundings.
3. Advertisements must be properly organized and clutter will be resisted.

D Declared Buildings and Structures

1. Special consideration will be given to advertisements on or adjoining buildings of architectural or historic interest.
2. Internally illuminated box signs will normally be resisted

E Conservation Areas

1. Advertisements will be expected to preserve or enhance the character of Conservation Areas.
2. Signs should normally be located at fascia level and should not damage original mouldings or brackets. Size, design and method of illumination will be carefully controlled.

F Illumination

1. Illuminated advertisements will be considered in respect of amenity and public safety.

(i) Public Safety

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.

FIFTH SCHEDULE, *contd.*APPENDIX 17, *contd.*

(ii) Amenity

- (a) the illumination of advertisements at high levels with long range visibility, will not normally be permitted;
 - (b) Flashing or intermittent signs will not normally be permitted.
- G Unauthorized Advertisements and removal of Displays

The local planning authority will take action to secure the removal of unauthorized displays or advertisements which are being displayed with “deemed consent” where it is satisfied that this is necessary to remedy a substantial injury to the amenity of a locality or a danger to members of the public.

H Hoardings and Poster Boards

Advertisement hoardings either free-standing or attached to buildings are generally considered to be unacceptable as permanent features of the street scene, as they detract from the townscape. They will normally be resisted unless they can be advantageously used to screen unsightly building sites on a temporary basis pending development.

I Blinds and Awnings

- 1. In conservation areas, permission will only be granted for retractable blinds which have no adverse impact on the street scene.
- 2. On listed buildings, blinds will only be permitted where they do not adversely affect the architectural or historic interest of the building.
- 3. Blinds above the first floor sill level will only be permitted in exceptional circumstances.
- 4. Where blinds are unsuitably designed, mounted or located, the local planning authority will take appropriate action to remove them.
- 5. Very bright fluorescent, glossy or metallic finish blinds will not be permitted on listed buildings and in conservation areas.

Source:—Lambeth Environmental Services, 1992. Draft Unitary Development Plan, Courtney House, London.

FIFTH SCHEDULE, *contd.*

APPENDIX 18

AGRICULTURAL LAND USE CLASSIFICATION SYSTEM

For agricultural purposes land is classified into the following categories related to agricultural use.

Class I

This is land which is level with deep fertile soil and no factors limiting its use for agriculture.

Class II

Land which is suitable for cultivation with moderate limitations such as slope, inter-fill soils or poor drainage

Class III

Land suitable for cultivation with strong limitations by one or more of the following factors:

- Steepness or slope
- Infertile soils
- Poor drainage

Class IV

Land that is of marginal use for cultivation due to one or more of the factors listed above

Class V

This is land that is not suitable for cultivation due to adverse soil factors. It is usually steep land that should be used for forestry or fruit trees.

The classification system is of a general nature and in some instances may not be specific enough for detailed planning. Note should also be made of the fact that a classification could be improved by removing one or more limiting factor(s).

Care should therefore be taken in the interpretation of agricultural land use and when in doubt, reference should be made to the Ministry of Agriculture.

FIFTH SCHEDULE, *contd.*

APPENDIX 19

MINIMUM LOT SIZES FOR SINGLE FAMILY RESIDENTIAL
DEVELOPMENT

The minimum lot areas for detached, duplex or semi-detached dwellings with ground level access shall subject to satisfactory arrangements for the disposal of sewage and general amenities be as follows:

(a) Detached 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 464.5m² 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 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 up to 4.5m.
- A minimum of 4.5m 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 10 and figure 1.

(c) Commercial and office developments—In addition to the guidelines provided below for commercial and office development refer to GD policies and figure 1 in this Order.

(i) Minimum setbacks from property boundaries for Commercial development:

- Buildings located within business centres on lots identified for commercial use may be

FIFTH SCHEDULE, *contd.*APPENDIX 20, *contd.*

constructed with zero lot line subject to the provision of parking and other required standards to the satisfaction of the planning authority

- Where commercial development adjoins lots identified for or currently used for residential purposes, the structure must be setback at least 3 metres 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 metres
 - Side yards—at least 3 metres or a minimum of 15% of the width of the lot

(d) Institutional—Setbacks for the schools and churches should be:

- 1.5m from the side property boundary per floor
- 3m from the rear property boundary
- 6m from the front property boundary
- all measurements should be taken from the face of the building to the property boundary unless otherwise specified.
- the height of the buildings should not exceed two (2) floors from ground level 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.

FIFTH SCHEDULE, *contd.*APPENDIX 20, *contd.*

- Site coverage should not exceed fifty percent (50%). Refer to appendix 10 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.

(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).

FIFTH SCHEDULE, *contd.*APPENDIX 21, *contd.**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.

(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.

FIFTH SCHEDULE, *contd.*APPENDIX 21, *contd.*

(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 etc.

(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.

APPENDIX 22

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

- Shops e.g. grocery, pharmacy etc.
- A primary school including basic school (unless existing in immediate vicinity)
- Communal areas (including parking, sidewalks, commercial space, park and play areas)

Development of 601 to 1000 dwelling units

- A primary school, basic school/day care centre

FIFTH SCHEDULE, *contd.*APPENDIX 22, *contd.*

- Commercial areas of 10 square metres per family including covered and open areas, parking, petrol station etc.
- Communal areas including parking spaces, access roads, sidewalks, park and play area

Development of 1001 to 3000 dwelling units

- Adequate educational facilities for the anticipated school age population
- Space for commercial, cultural and social activities at the rate of approximately 10 square metres per family
- A small administrative centre e.g. government office
- Communal areas including parks, playgrounds, parking spaces, sidewalk etc.
- A church
- A sport field

APPENDIX 23

GUIDELINES AND STANDARDS FOR THE ESTABLISHMENT OF LIQUID
NATURAL GAS (LNG) REGASIFICATION TERMINAL FACILITIES

Regasification of Liquid Natural Gas (LNG) is a system that allows the reconversion of the fuel into gaseous phase, thereby enabling its supply to various consumption points such as houses, towns, factories, large industrial areas and other end users. The LNG is received at the Regasification Terminal where the process takes place and where it is common for these facilities to have storage tanks.

The introduction of industrial scale natural gas for fuelling power plants in Jamaica will therefore require the construction of Natural Gas/ 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.

FIFTH SCHEDULE, *contd.*APPENDIX 23, *contd.*

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 0.8metres from the top of the soil to the upper side of the pipe. When the pipeline crosses any other underground infrastructure, the depth must be increased to at least 1.4 meters. In case of rocky terrain these figures could be reduced in 10cm to decrease the cost of excavation.
- (iii) The pipe must be laid on a sand bed and covered also with sand to avoid damages in the burial process. The rest of the trench may be back filled with the excavated material if this is soft and without sharp edges instead of sand.
- (iv) The routing must maintain regulated distances from other infrastructure and services, which exists in the area. These include for example electrical cables, fiber optic cables, telephone lines, water conduits and drainage networks. The minimum distance from the routing must be 0.4 metres except for electrical cables which must be maintained at a distance of 1 meter. If it is not possible to maintain this distance, mechanical protection elements must be installed between them.
- (v) When the gas pipeline is in proximity to an overhead power line with metallic towers, the distance to the towers must be at least 5 meters. In addition, a detailed dedicated report assessing the influence between both installations must be prepared.

The Site

- (i) The LNG Company must own the property or have an agreement in place for using the plot of land for this purpose for the minimum period of 20 years.

FIFTH SCHEDULE, *contd.*APPENDIX 23, *contd.*

- (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.

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.

FIFTH SCHEDULE, *contd.*APPENDIX 23, *contd.*

- (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.
- (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.

FIFTH SCHEDULE, *contd.*APPENDIX 23, *contd.**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 assess and justify the impact on the landscaping for the chosen tank configuration
- (ii) The most suitable and efficient design must be selected in connecting the gas pipeline to the plant at the consumption point.
- (iii) Proposals for the installation of STORAGE and REGASIFICATION TERMINAL must include an Environmental Impact Assessment done in accordance with the requirements of the Natural Resources Conservation Authority. This should include assessment of the site for the potential for negative impact on water, soil and air for potential impacts on flora and fauna, the human society within the sphere of influence and any other potential impacts on the environment. The assessment must also include recommended mitigation techniques for the cited impacts. Preventative and protective measurements must be incorporated into the assessment along with a proposal for future assessments.

FIFTH SCHEDULE, *contd.*APPENDIX 23, *contd.*

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.

LIST OF FIGURES

FIGURE 1

DENSITY, HEIGHT AND LOT COVERAGE FOR MAJOR LAND USES

Major Use which is specified	Maximum Permissible Floor Area Ratio	Maximum Plot coverage (% of net area)	Maximum Permissible Height (No. of storeys above frontage	Maximum Green Spaces Required within Net Plot Area (%)
RESIDENTIAL (Maximum Habitable Rooms per Hectare)				
Single Family Residential	0.50	50	To be determined by Planning Authority	45
3-75 habitable rooms per ha.	0.50	25	2	33 1/3
76-125 habitable rooms per ha.	0.50	33 1/3	4	33 1/3
126-250 habitable rooms per ha.	0.75	33 1/3	6	33 1/3
251-375 habitable rooms per ha.	1.00	33 1/3	10	33 1/3

FIFTH SCHEDULE, *contd.*

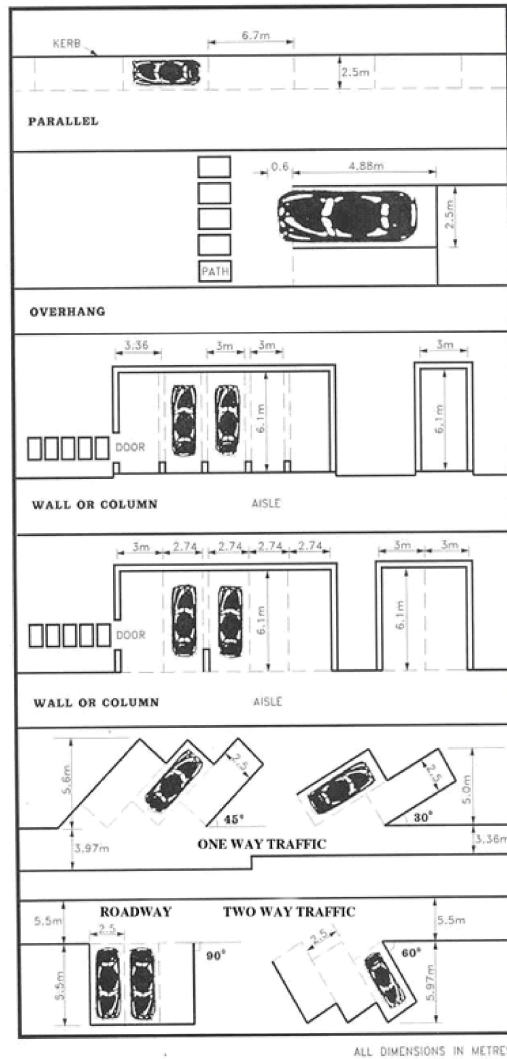
Major Use which is specified	Maximum Permissible Floor Area Ratio	Maximum Plot coverage (%) of net area)	Maximum Permissible Height (No. of storeys above frontage	Maximum Green Spaces Required within Net Plot Area (%)
COMMERCIAL				
General Commercial in Business Centres	1.00 indicated in the policy for the area	50 indicated in the policy Guidelines for the area	2	20
OFFICE				
Office in Business Centres	2.00 indicated in the policy Guidelines for the area	50 indicated in the policy Guidelines for the area	10	20
Office in Other Areas	0.50 or as indicated in the policy Guidelines for the area	33 1/3	2	33 1/3
Industrial	0.50	33 1/3	2	33 1/3
Institutional	0.66	33 1/3	3	50

NOTE

1. Floor area ratio and height of a building will be used to control the quantity 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.

FIFTH SCHEDULE, *contd.*

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.

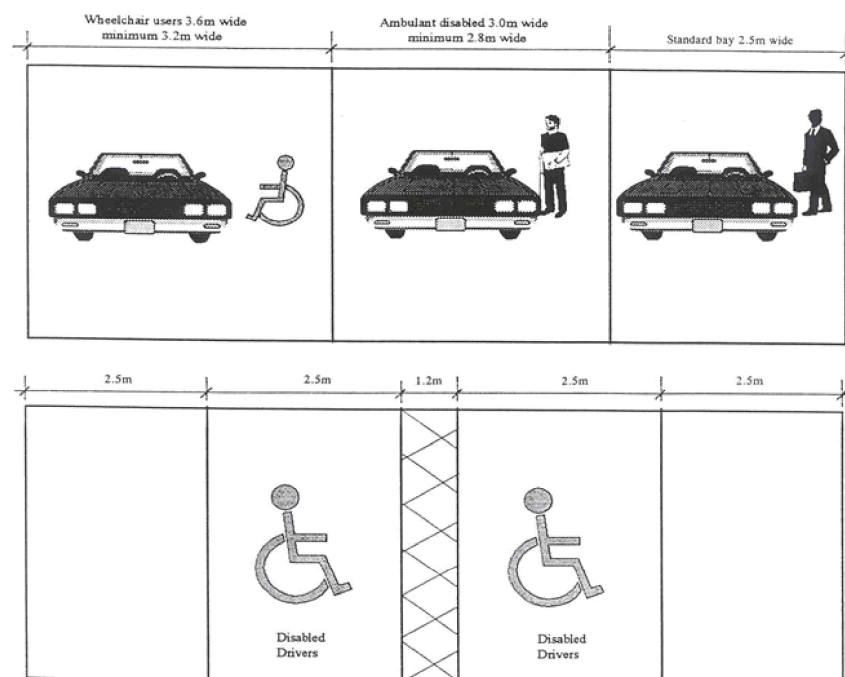
FIFTH SCHEDULE, *contd.*FIGURE 2
Parking for Disabled

FIFTH SCHEDULE, *contd.*

FIGURE 3

Parking Layout

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.



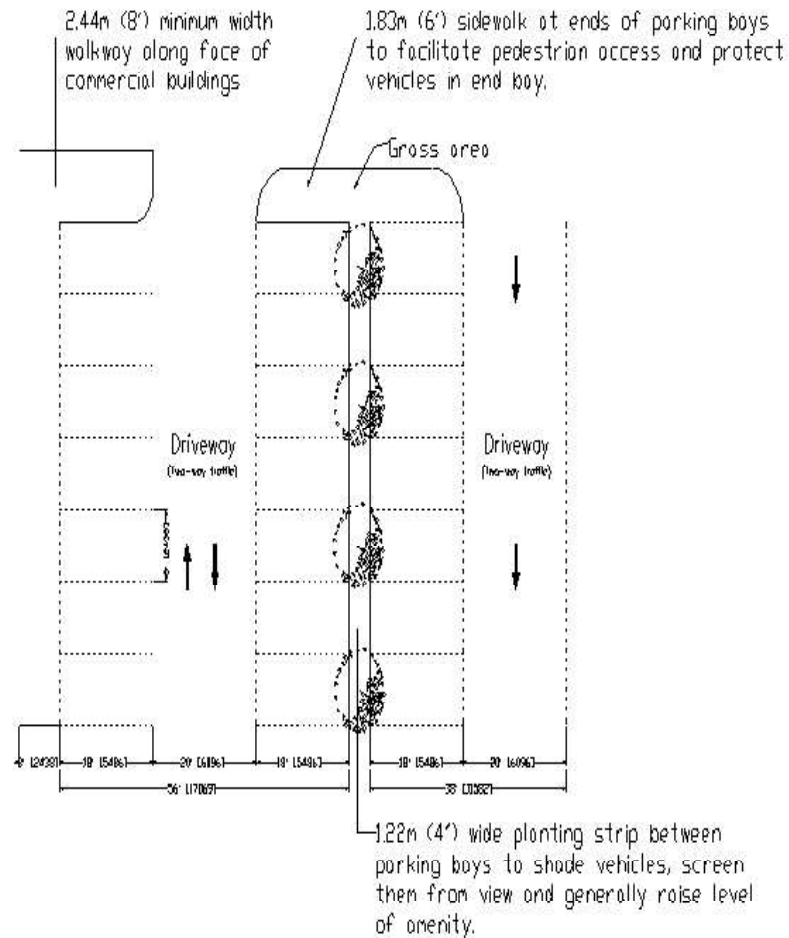
Where adjacent spaces are reserved for disabled drivers, an access area 1.20m wide may be marked on the ground to indicate that cars should be parked to either side. This will allow for access on one side to the driver's door of a car, and on other to the passenger's door. Car parking spaces for use 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 4

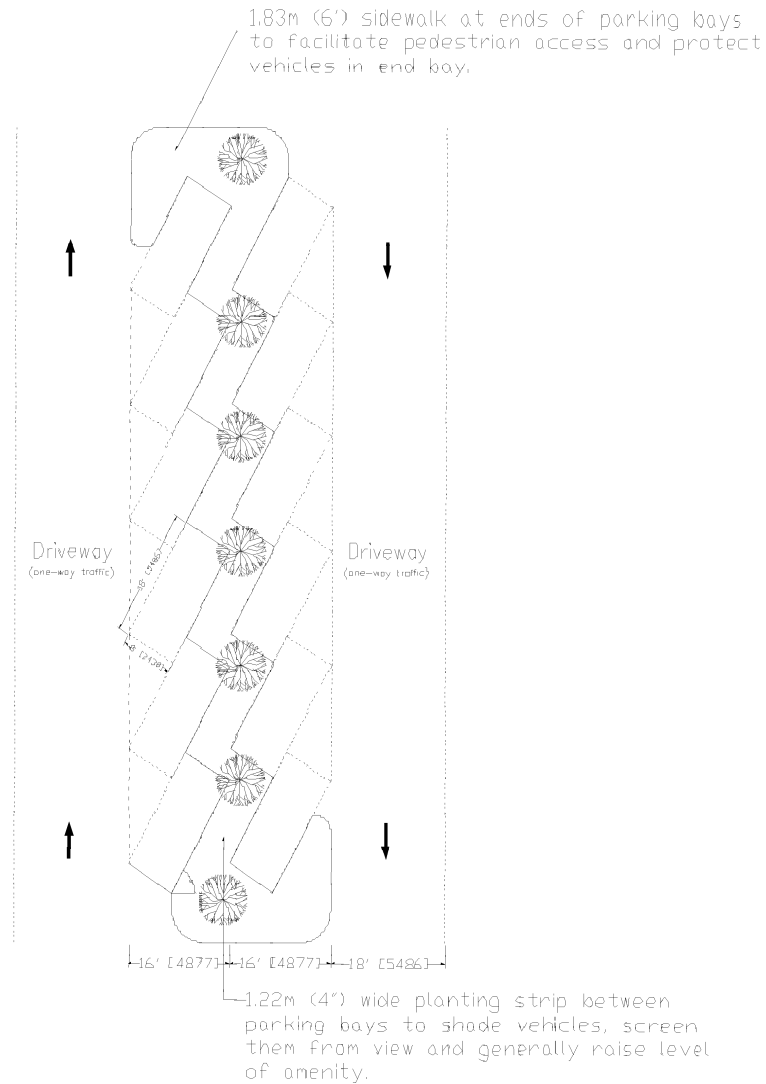
Parking Standards

90 degrees—Angled parking design Showing Landscaping



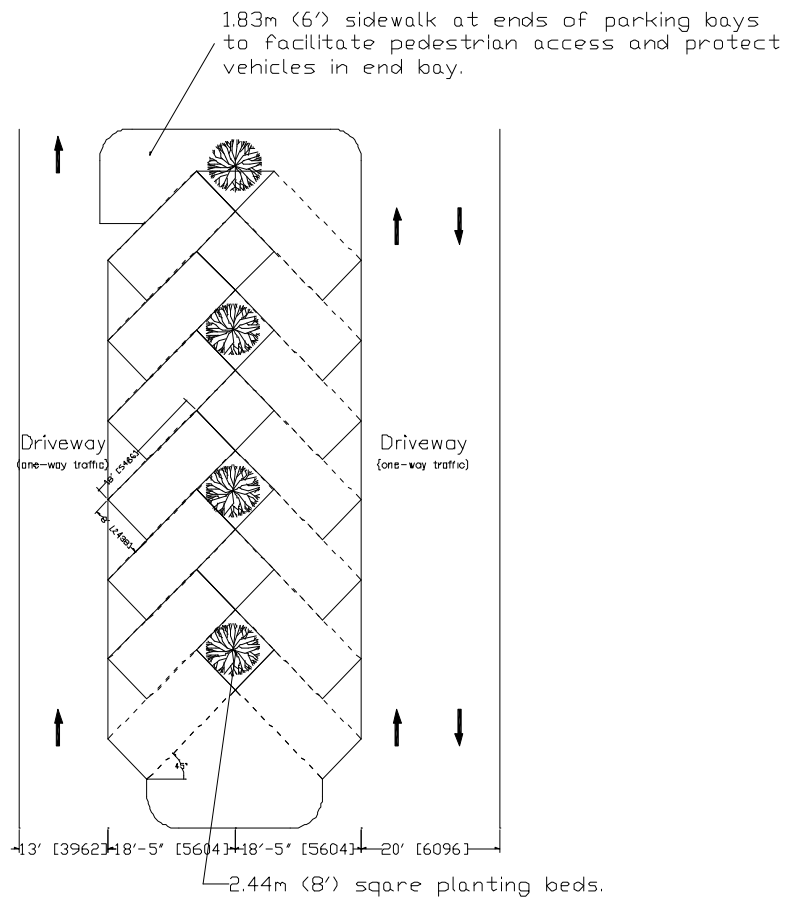
FIFTH SCHEDULE, *contd.**Parking Standards*

60 degrees – Angled parking design (double bay) Showing Landscaping



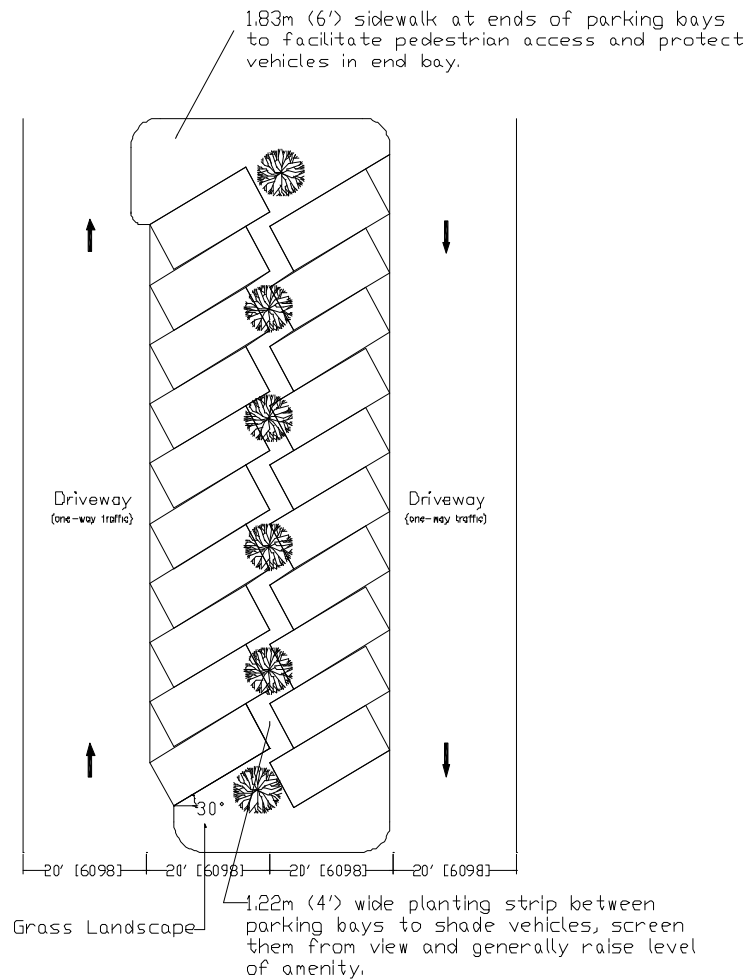
FIFTH SCHEDULE, *contd.**Parking Standards*

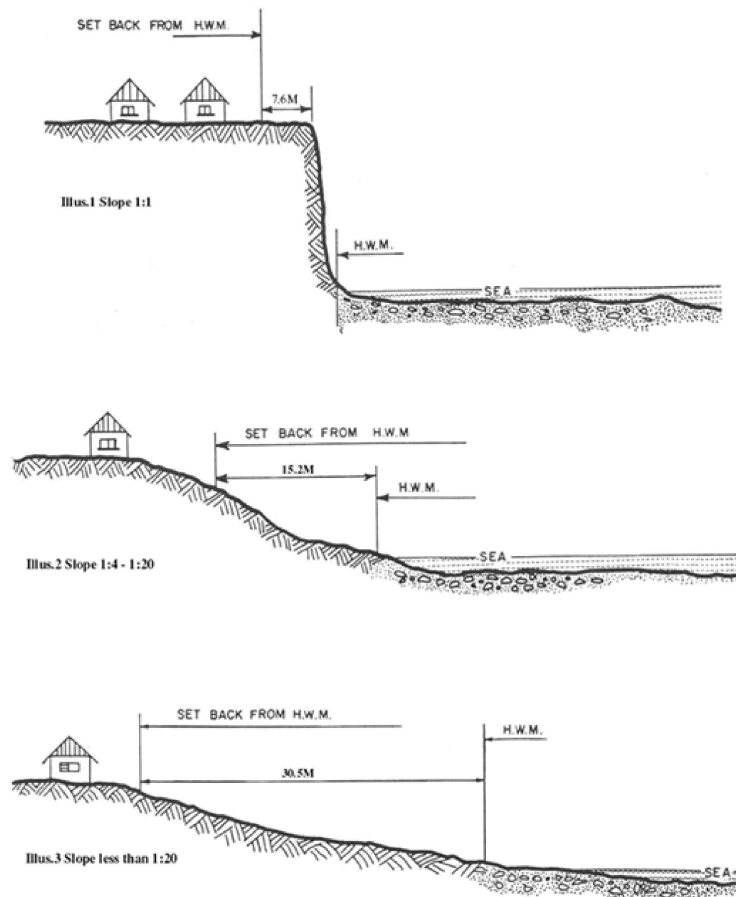
45 degrees – Angled parking design (double bay) Showing Landscaping



FIFTH SCHEDULE, *contd.**Parking Standards*

30 degrees—Angled parking design (double bay) Showing



FIFTH SCHEDULE, *contd.*FIGURE 5
Setbacks From High Watermark

NOTE: SETBACKS ARE SUBJECT TO NATURE OF SUBSTRATA, OCEANOGRAPHIC CONDITIONS, PLANS FOR SEASIDE PARKS ETC.

FIFTH SCHEDULE, *contd.**List of Abbreviations*

AR	Above Rocks Local Planning Area
BLE	Bog Walk Linstead Ewarton Local Planning Area
C	Conservation of the Natural and Built Environment
CA	Control of Advertisements
CD	Coastal Development Policies
E	Energy Generation and Conservation
GD	General Development Policies
G	Glengoffe Local Planning Area
GH	Guys Hill Local Planning Area
H	Housing
JUTC	Jamaica Urban Transit Company Limited
LV	Lluidas Vale Local Planning Area
LAP	Local Area Plan
LPA	Local Planning Area
M	Minerals
Obj.	Objectives
OHB	Old Harbour/Old Harbour Bay Local Planning Area
PFS	Petrol Filling Station
PH	Point Hill Local Planning Area
PIOJ	Planning Institute of Jamaica
R	Riversdale Local Planning Area
RAP	Rural Area Policies
RE	Rural Economy
SA	Social Amenities
SP	Sectoral Policies
ST	Spanish Town Local Planning Area
STATIN	Statistical Institute of Jamaica
TELE.	Telecommunication

FIFTH SCHEDULE, *contd.*

TO	Tourism
T	Transportation and Traffic
UC	Undeveloped Coast
UE	Urban Economy
WS	Water Supply
WT	Waste Treatment and Disposal

FIFTH SCHEDULE, *contd.**Acknowledgement*

The information and data used for the preparation of this Order was derived from:

- (a) The Vision 2030 Jamaica Development Plan
- (b) The Development and Investment Manual 2007
- (c) The Master Plan for Sustainable Tourism Development 2000
- (d) A National Housing Policy and Implementation Plan for Jamaica (2nd draft February 2010)
- (e) Jamaica's National Energy Policy 2009–2030
- (f) The National Minerals Policy 2010–2030
- (g) The National Energy from Waste Policy 2010–2030
- (h) Jamaica Water Sector Policy Paper 1999
- (i) Saint Catherine Water Supply Plan— Draft October 12, 2011

The Town and Country Planning Authority would like to thank the many persons, Organizations, Institutions, Departments and Ministries for their input to this Development Order. Although it is not possible to recognize all contributions special mention is made of the following:—

- (1) The citizens and stakeholders in St Catherine Development order area
- (2) The St. Catherine Municipal Corporation;
- (3) Office of the Prime Minister; Development Planning Unit;
- (4) Ministry of Water, Land, Environment and Climate Change;
- (5) Ministry of Agriculture and Fisheries;
- (6) Ministry of Science, Technology, Energy and Mining;
- (7) Ministry of Health;
- (8) Ministry of Tourism and Entertainment;
- (9) Ministry of Transport, Works and Housing;
- (10) Ministry of Labour and Social Security;
- (11) Ministry of Local Government and Community Development;
- (12) The Jamaica National Heritage Trust;
- (13) The National Environment And Planning Agency;
- (14) The National Housing Development Corporation;

FIFTH SCHEDULE, *contd.*

- (15) The National Housing Trust;
- (16) The National Irrigation Commission;
- (17) The National Land Agency;
- (18) The National Water Commission;
- (19) The National Works Agency;
- (20) The Mines and Geology Division;
- (21) The Office of Disaster Preparedness and Emergency Management;
- (22) The National Solid Waste Management Authority;
- (23) The Planning Institute of Jamaica;
- (24) The Port Authority of Jamaica;
- (25) The Social Development Commission;
- (26) The Statistical Institute of Jamaica;
- (27) The University of the West Indies;
- (28) The University of Technology, Jamaica;
- (29) The Urban Development Corporation;
- (30) The Water Resources Authority.

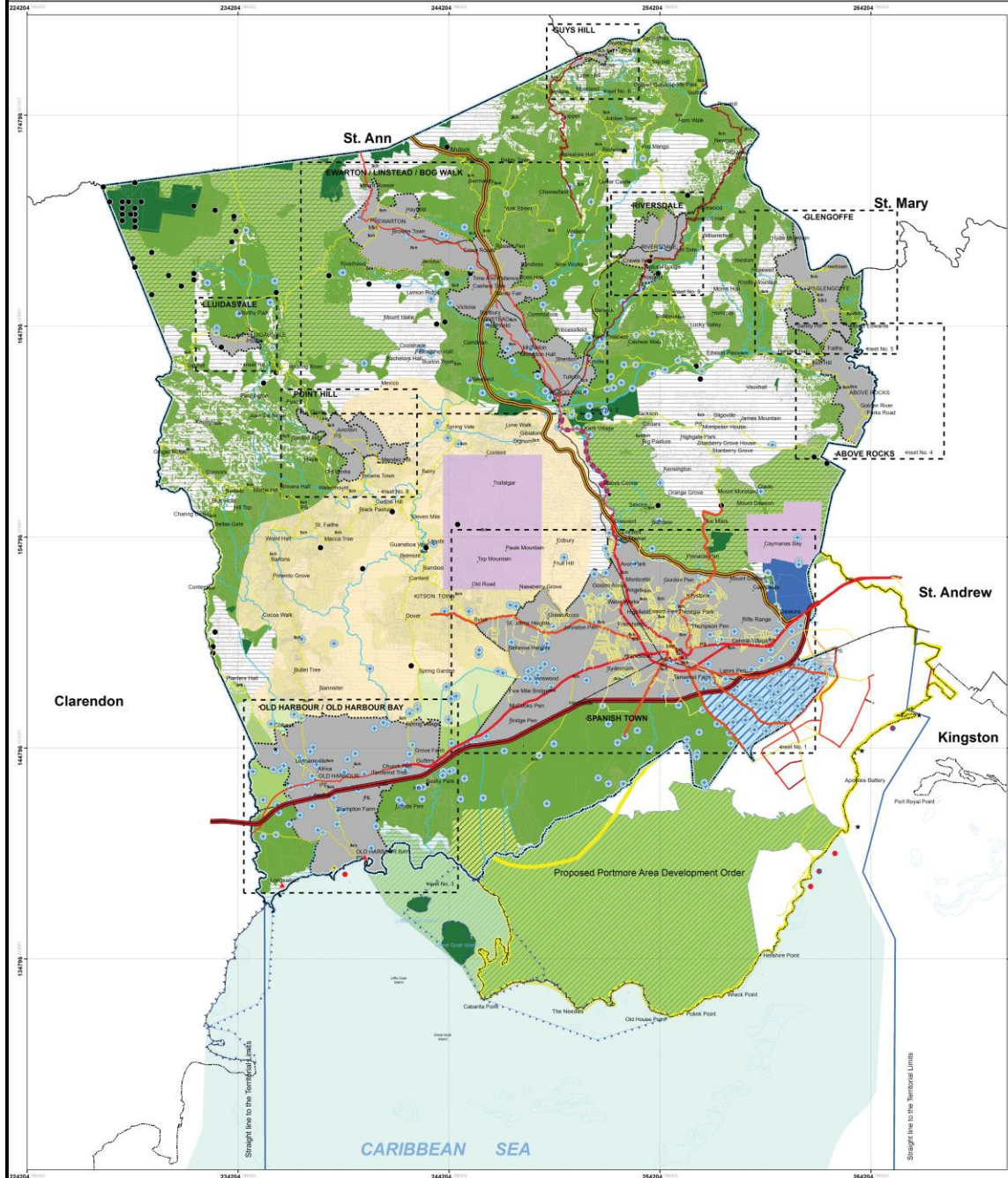
FIFTH SCHEDULE, *contd.**List of Maps*

Saint Catherine Development Order Area Map	Map 1
Spanish Town Local Planning Area	Inset No.1
Urban Core	Inset No.1.1
Bog Walk/Linstead/Ewarton Local Planning Area	Inset No.2
Old Harbour/Old Harbour Bay Local Planning Area	Inset No.3
Above Rocks Local Planning Area	Inset No.4
Glengoffe Local Planning Area	Inset No.5
Guys Hill Local Planning Area	Inset No.6
Lluidas Vale Local Planning Area	Inset No.7
Point Hill Local Planning Area	Inset No.8
Riversdale Planning Area	Inset No.9
Saint Catherine Density Map	Map 2

Dated at 10 Caledonia Avenue, Kingston 5, this 5th day of June, 2017.

DANVILLE WALKER, OJ, JP
Chairman
Town and Country Planning Authority.

ST. CATHERINE AREA DEVELOPMENT ORDER MAP 1



LEGEND

- | | | |
|--|---|--|
| <ul style="list-style-type: none"> Highway 2000 - North South Highway 2000 - East West Road Class A Road Class B Road Class C Scenic Route River Railroad Parish Boundary Development Order Area Boundary Local Planning Area Inset Boundary Local Planning Area | <ul style="list-style-type: none"> Parcel Boundary Reefs Fish Sanctuary Bathing Bathing/Fishing Fishing Shipping Port Point of Interest Well Seaside Park Caves Portland Sight Protected Area | <ul style="list-style-type: none"> Caymanas Economic Zone Quarry Zone Game Reserve Recreational/Open Space Aquifer Protection Zone Bauxite Bearing Area Forest Reserve Agriculture Rural Development Area |
|--|---|--|

ABBREVIATIONS

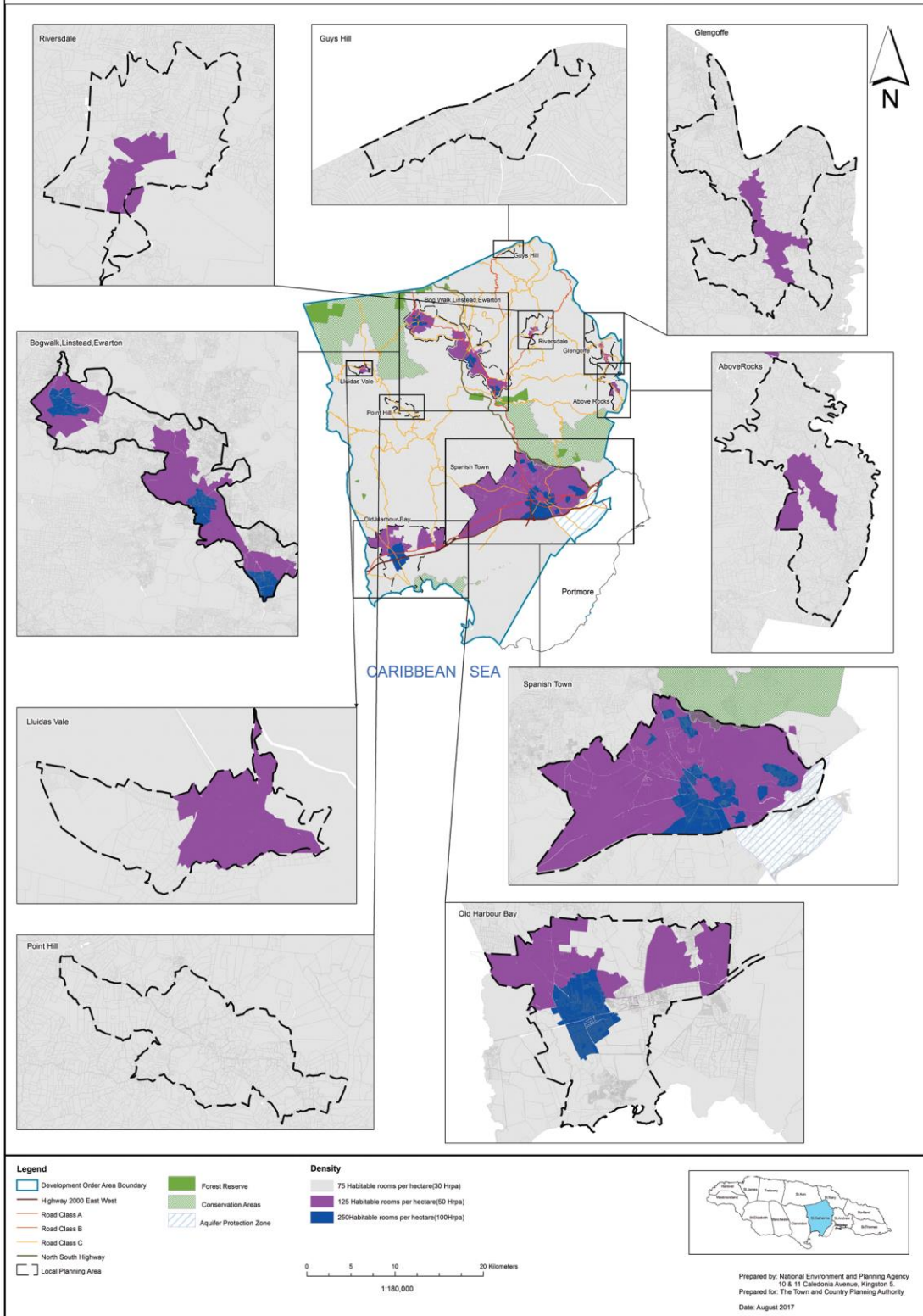
- | | |
|------|----------------|
| P.O. | Post Office |
| Sch | School |
| Cem | Cemetery |
| H.C. | Health Centre |
| FS | Fire Station |
| PS | Police Station |
| Mkt | Market |
| Hosp | Hospital |

INDEX TO POLICIES

- | | |
|---|---------------|
| Housing | SP H1 - H27 |
| Conservation of the Natural and Built Environment | SP C1 - C13 |
| Transportation and Traffic | SP T1 - T45 |
| Minerals | SP M1 - M15 |
| Waste Treatment and Disposal | SP W1 - W13 |
| Energy Generation and Conservation | SP E1 - E12 |
| Water Supply | SP W1 - W13 |
| Urban Economy | SP U1 - U18 |
| Tourism | SP T1 - T45 |
| Telecommunications | SP TE1 - TE21 |
| General Development Policies | GD1 - GD58 |
| Coastal Development Policies | CD1 - CD32 |
| Rural Area Policies | RA1 - RA14 |
| Rural Economy | RE1 - RE21 |
| Petrol and Oil Filling Stations | PF1 - PF56 |
| Control of Advertisement | CA1 - CA2 |

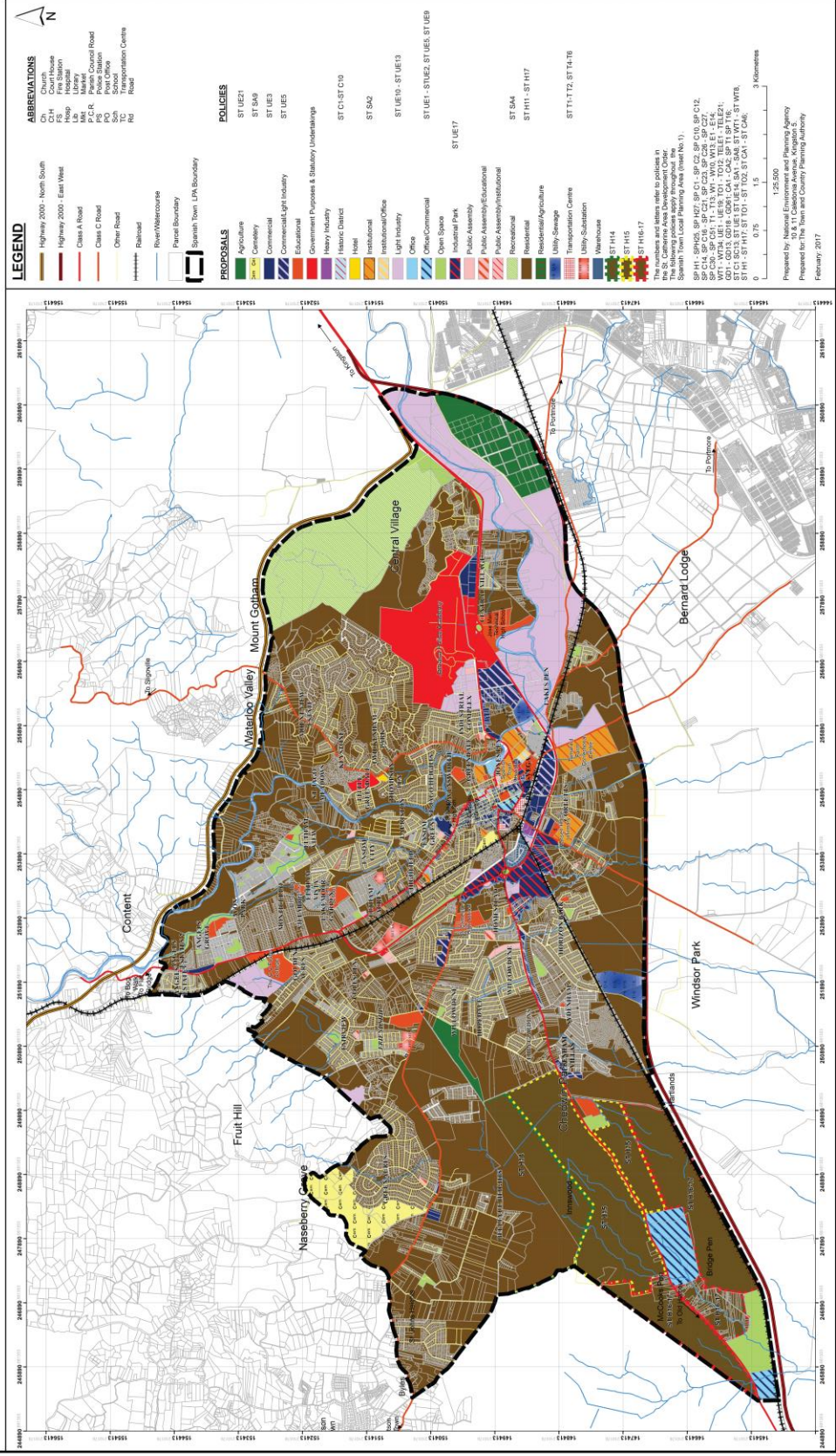
The numbers refer to the policies in the text of the St. Catherine Area Development Order.
Prepared by: National Environment and Planning Agency
10 & 11 Caledonia Avenue, Kingston 5
Prepared for: The Town and Country Planning Authority
February 2017

ST.CATHERINE AREA DEVELOPMENT ORDER DENSITY MAP 2



ST. CATHERINE AREA DEVELOPMENT ORDER

SPANISH TOWN LOCAL PLANNING AREA LAND USE PROPOSALS (Inset No.1)



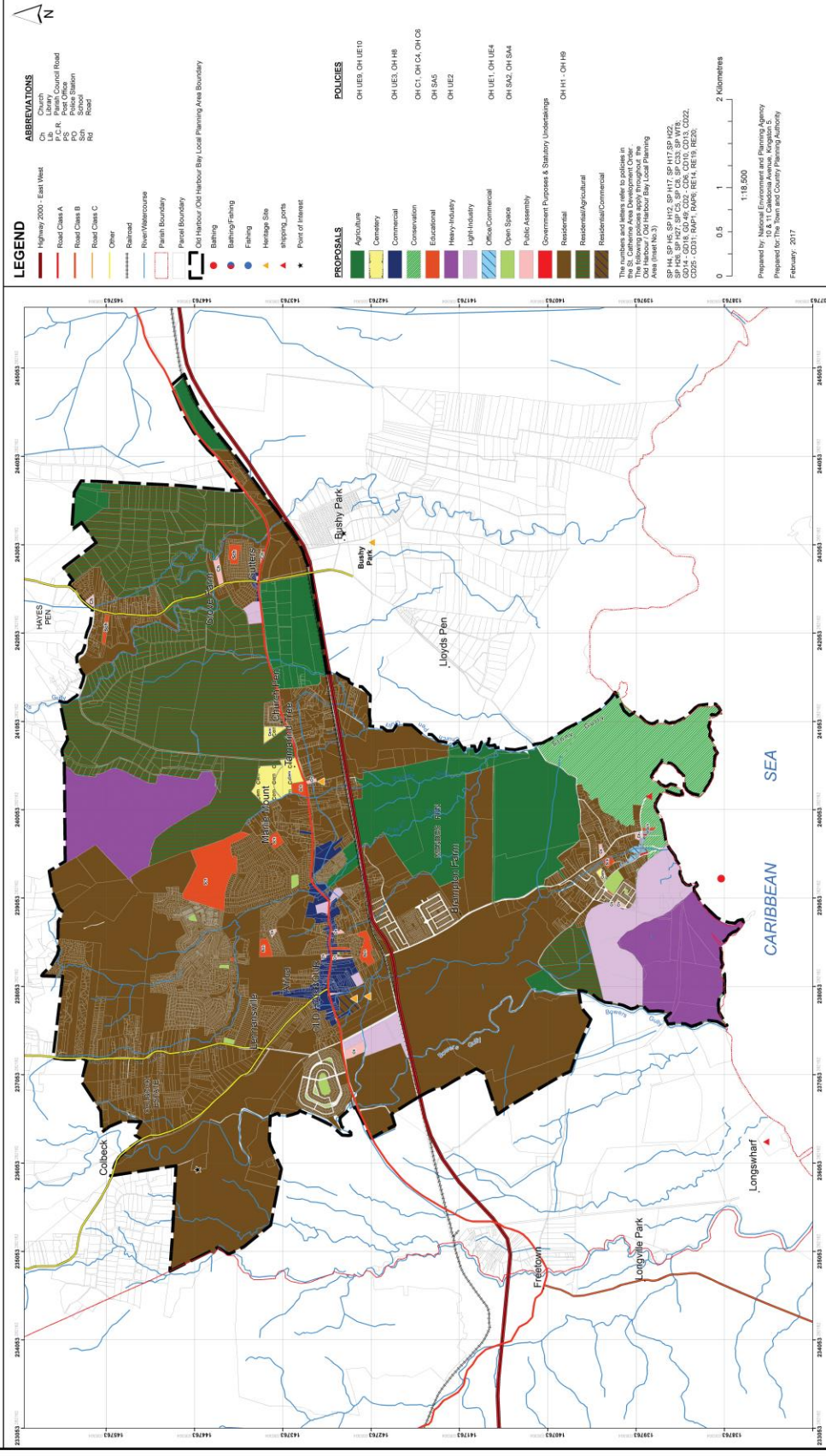
SPANISH TOWN LOCAL PLANNING AREA LAND USE PROPOSALS (Inset No.1.1)



BOG WALK / LINSTEAD / EWARTON LOCAL PLANNING AREA LAND USE PROPOSALS (Inset No.2)

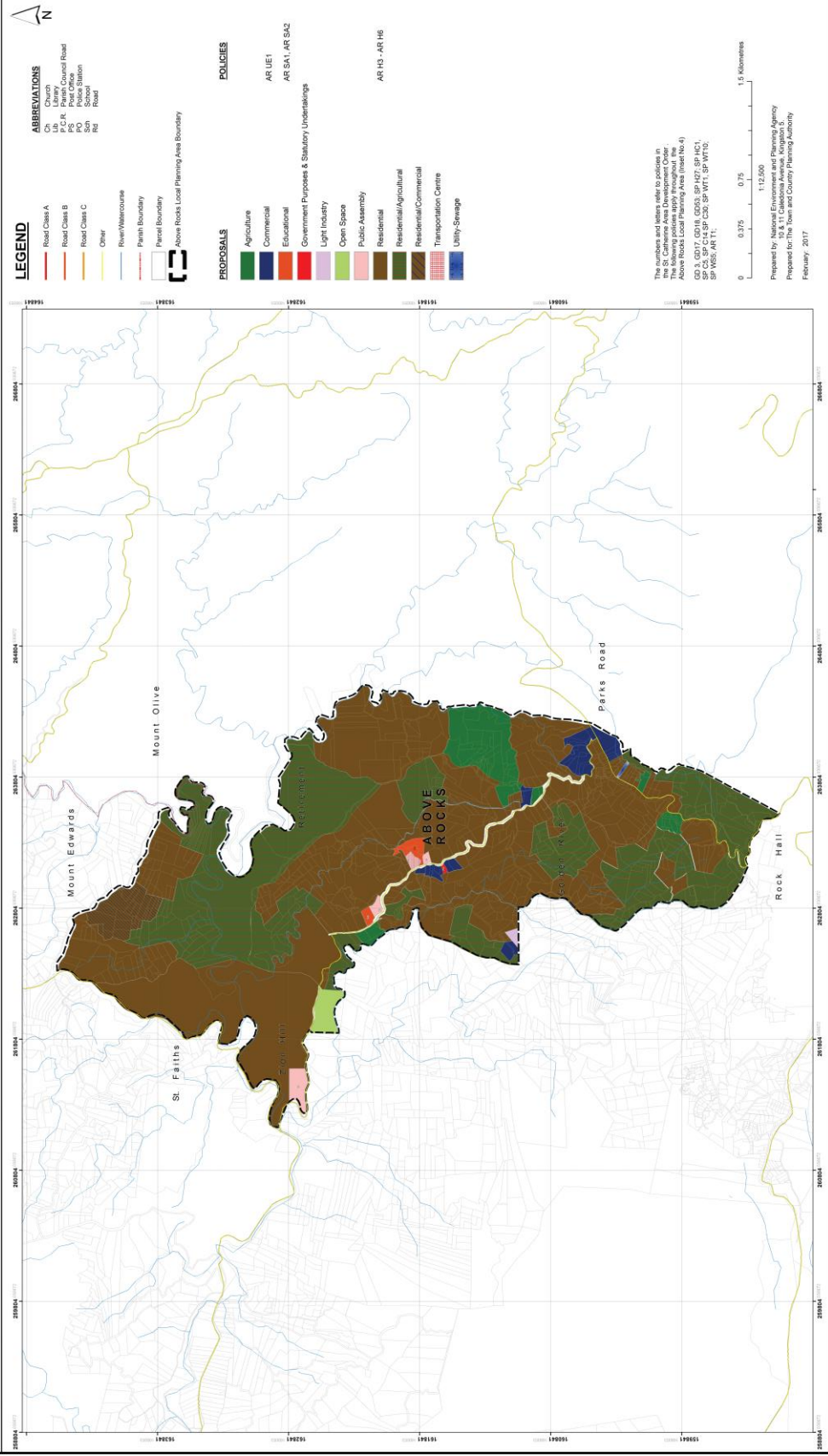


OLD HARBOUR / OLD HARBOUR BAY LOCAL PLANNING AREA LAND USE PROPOSALS (Inset No.3)



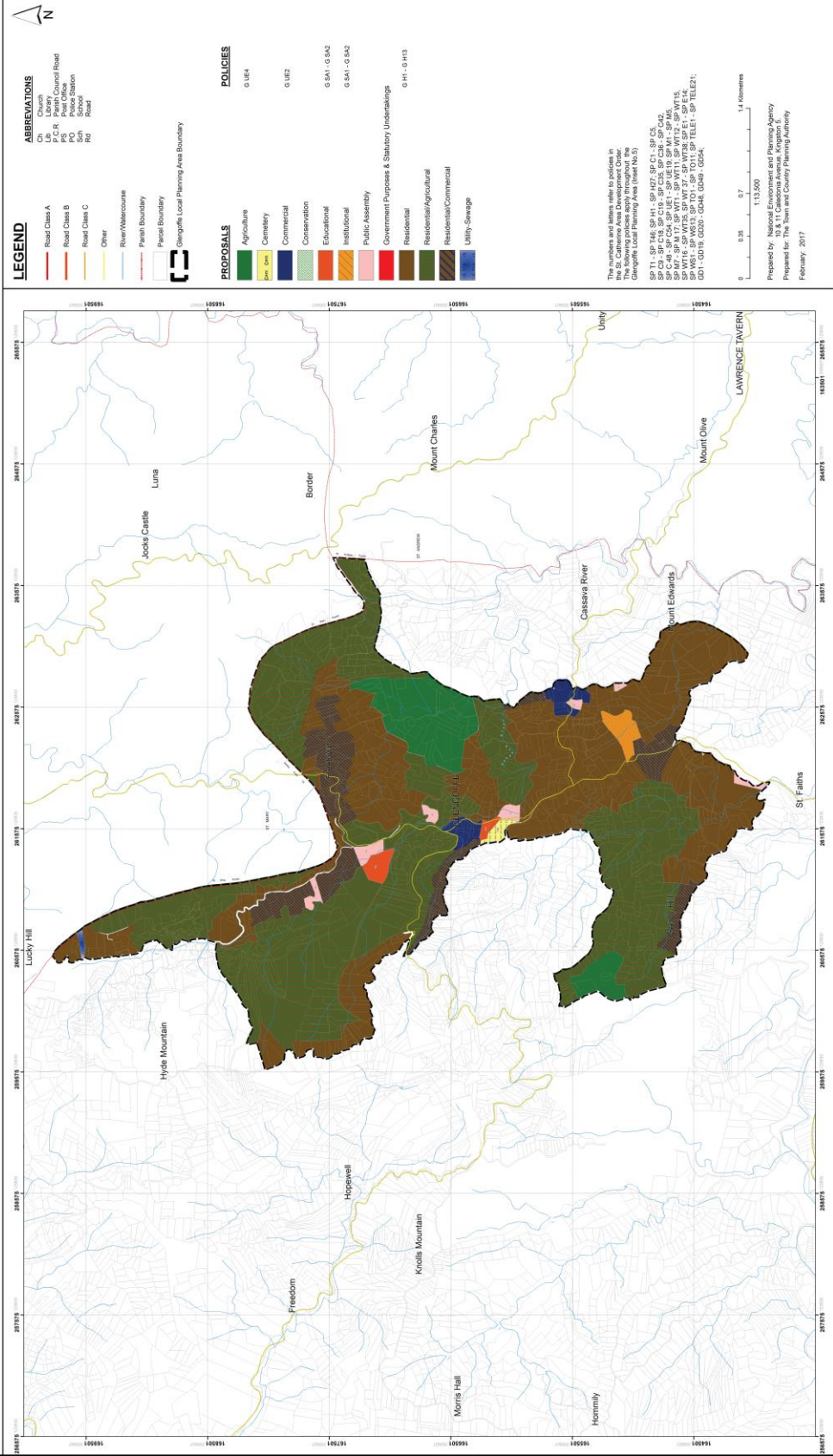
ST. CATHERINE AREA DEVELOPMENT ORDER

ABOVE ROCKS LOCAL PLANNING AREA LAND USE PROPOSALS (Inset No.4)

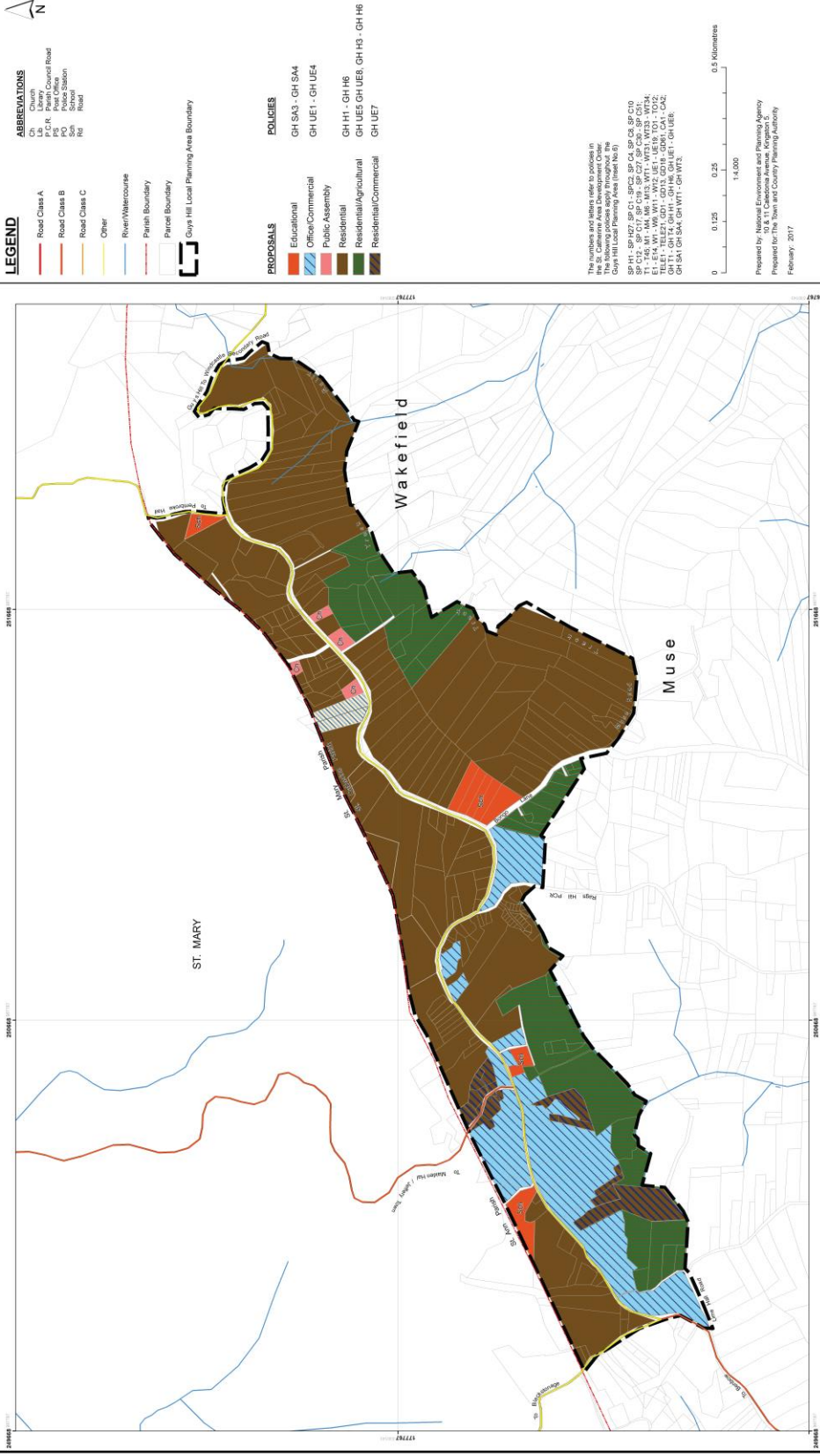


ST. CATHERINE AREA DEVELOPMENT ORDER

GLENGOFFE LOCAL PLANNING AREA LAND USE PROPOSALS (Inset No.5)

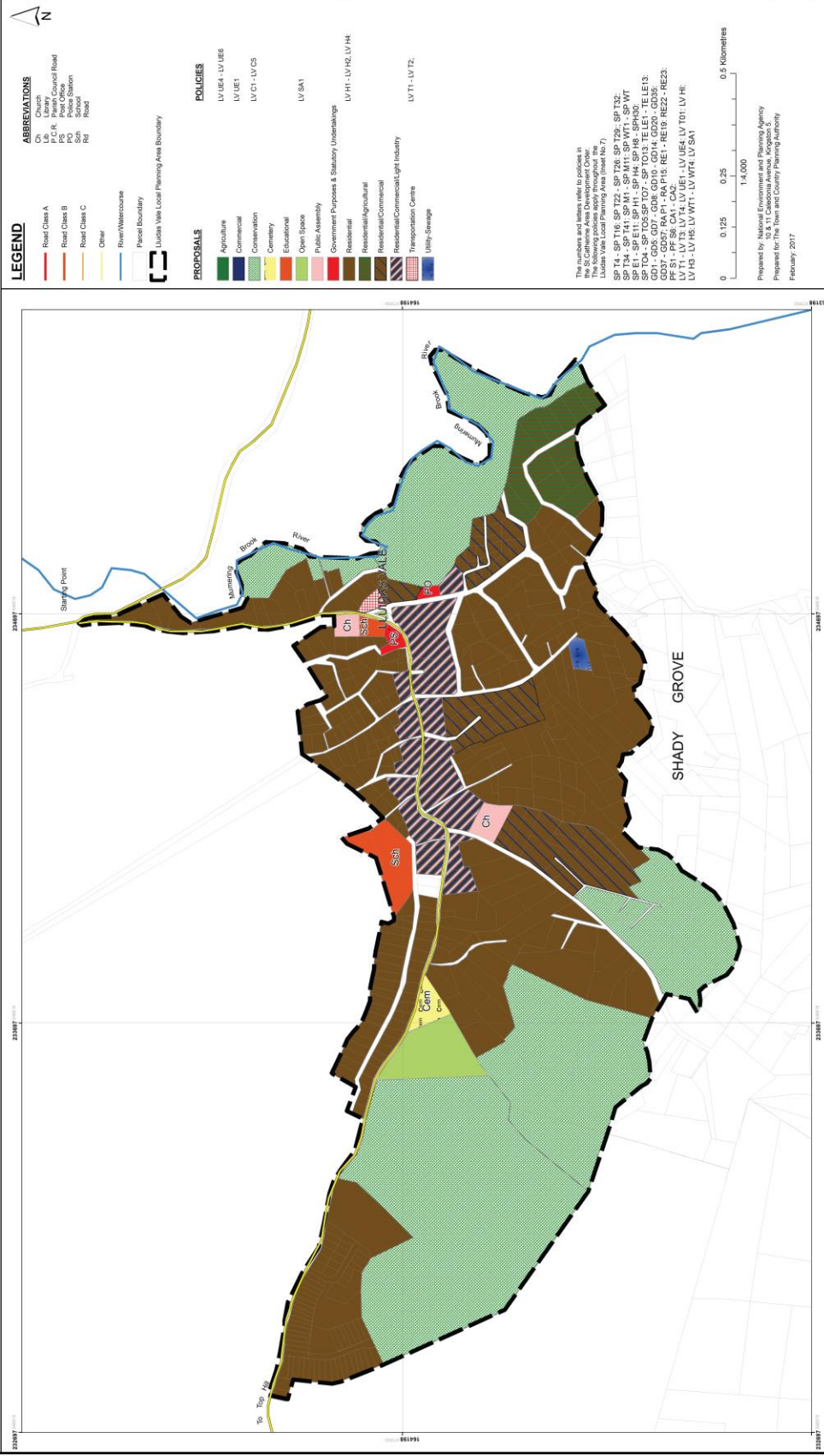


ST. CATHERINE AREA DEVELOPMENT ORDER

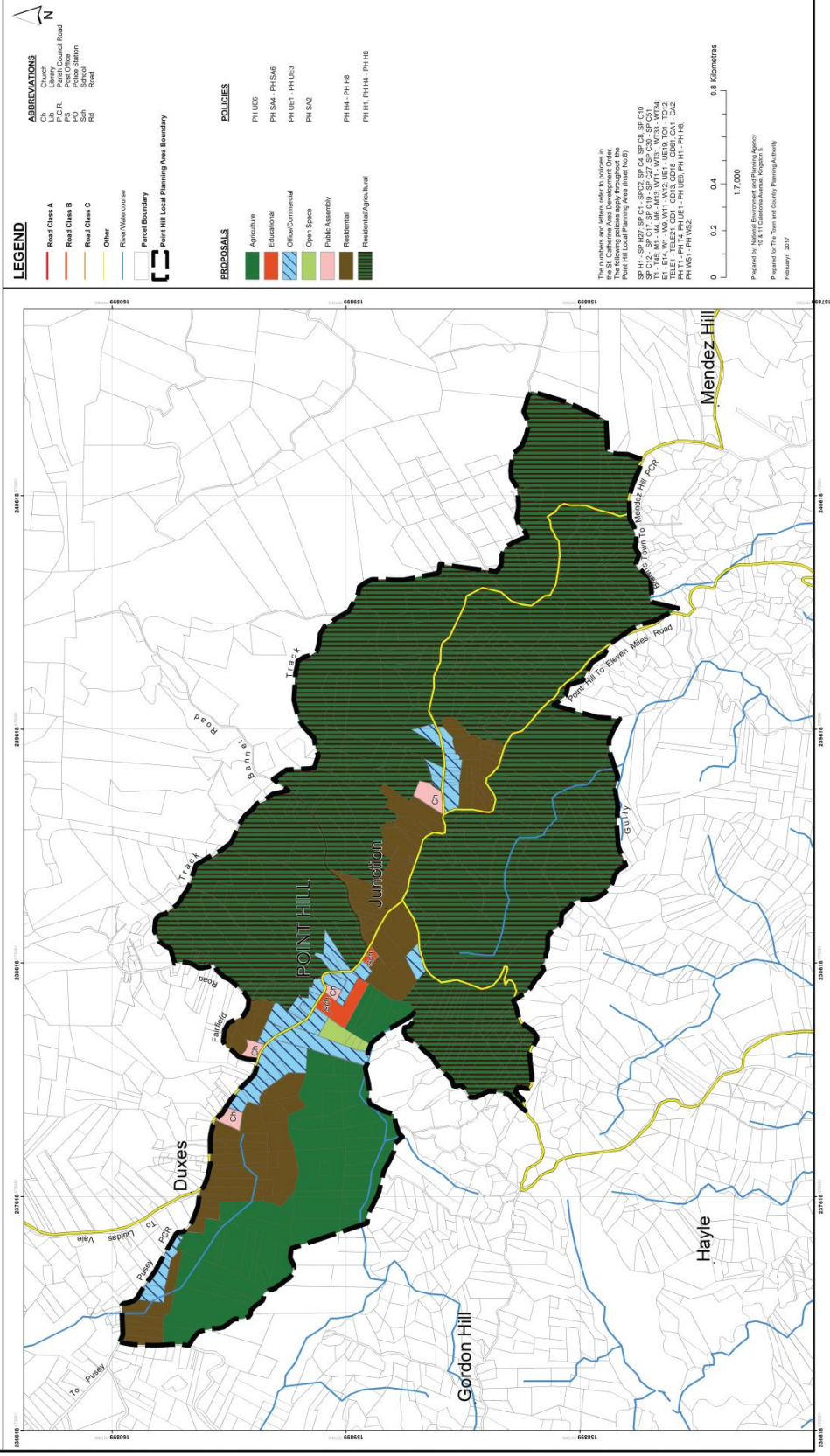


ST. CATHERINE AREA DEVELOPMENT ORDER

LLUIDAS VALE LOCAL PLANNING AREA LAND USE PROPOSALS (Inset No.7)



POINT HILL LOCAL PLANNING AREA LAND USE PROPOSALS (Inset No.8)



ST. CATHERINE AREA DEVELOPMENT ORDER

RIVERSDALE LOCAL PLANNING AREA LAND USE PROPOSALS (Inset No.9)

