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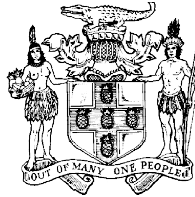
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THE  
**JAMAICA GAZETTE**  
**SUPPLEMENT**

**PROCLAMATIONS, RULES AND REGULATIONS**

570B<sup>1</sup>

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FRIDAY, MAY 18, 2018

No. 46A<sup>1</sup>

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No. 46A<sup>1</sup>

**THE TOWN AND COUNTRY PLANNING ACT**

THE TOWN AND COUNTRY PLANNING (HANOVER AREA) PROVISIONAL  
DEVELOPMENT ORDER, 2018

*Citation, Interpretation and General Regulations*

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

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

Citation. 1. This order may be cited as the Town and Country Planning (Hanover Area) Provisional Development Order, 2018.

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

Part I.  
First  
Schedule.

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

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

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

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

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

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

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

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

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

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

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

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

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;

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

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

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

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

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

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

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

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

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

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

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

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

“Planning Authority” means local planning authority as defined by section 2 of the Act, and includes the Authority in any case where an application is referred to the Authority pursuant to the provisions of section 12 of the Act;

“planning decision” means a decision made on an application for permission to develop land under Part III of the Act;

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

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

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

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

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

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

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

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

Application  
of Order.

3. This Order relates to the parish of Hanover.

Designation  
of Hanover  
development  
order area.  
First  
Schedule.

4. The parish of Hanover 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.

Use Classes.  
Second  
Schedule.

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

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

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

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

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

Applications  
for planning  
permission.

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

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

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

Permitted  
development.

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

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

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

- (a) grant permission subject to a condition specifying reserved matters that require approval of the local planning authority or the Authority; or
- (b) where the local planning authority is of the opinion that in the circumstances of the case, the application ought not to be considered separately from all or any of the reserved matters within the period of one month beginning with the receipt of the application notify the applicant that the local planning authority is unable to consider the application unless further details are submitted, specifying the further details it requires.

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

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

Application  
to approve  
reserved  
matters.

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

- (a) be made in writing to the local planning authority and shall give sufficient information to enable that authority to identify the outlined 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; and
- (d) be made within 3 years of such permission or as such period as may be approved by the local planning authority.



Applications  
for determi-  
nations under  
section 14 of  
the 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 operation or change of use proposed and of the land to which such proposal relates.

Form A.  
Fourth  
Schedule.

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

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

Notification  
of decision of  
determina-  
tion.

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

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

- (a) makes a decision subject to conditions; or
- (b) determines under paragraph 11 that the carrying out of operations or the making of a change in the use of land would constitute or involve development of the land; or
- (c) refuses to grant approval,

Form B  
Fourth  
Schedule.

it shall state its reasons therefor in writing and send with the decision or determination a notification in the terms (or substantially in the terms) set out in Form B of the Fourth Schedule hereto.

Requiring  
Additional  
Information.

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

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

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(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 such period as may be specified in the directions in respect of such development or in respect of development of any such class, as may be so specified.

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

Consultation  
by local  
planning  
authority.

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

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

Appendix 3.  
Fifth  
Schedule.

- shall not include land zoned by the Authority as land to be used for some other purpose; or
- (d) with the Jamaica National Heritage Trust where the land to be developed is situated within 91 metres of a national monument or protected national heritage and land within a preservation scheme or to sites listed in Appendix 3 and 4 of the Fifth Schedule.
  - (e) with the Natural Resources Conservation Authority where—
    - (i) the development is occurring on land situated in a coastal zone, in or adjacent to ecologically sensitive areas, in or adjacent to conservation areas or National Parks, or near rivers, streams or other water bodies;
    - (ii) the development is subject to an environmental statement or environmental impact assessment;
    - (iii) the carrying out of building or other operations or the use of land for the purpose of refining or storing mineral oils and their derivatives; or
    - (iv) the carrying out of building or other operations or the use of land for the retention or disposal of sewage, trade waste or sludge;
  - (f) with the Ministry 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;
    - (iv) the carrying out of works in relation to f(iii), that the effluent discharge into the appropriate conduit to ensure free and continuous flow at all time;
    - (v) the carrying out of works in areas where the land is contaminated by hazardous or other material or close to waste disposal sites that may be harmful and/or pose a risk to health;
    - (vi) the carrying out of works for the siting or expansion of food handling establishment including hotels to ensure conformity to established standards;
    - (vii) the carrying out of development of recreational water facilities or abstraction of raw water for processing for human consumption;

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- (viii) the carrying out of works for the siting or expansion of institutions including medical facilities and infirmaries to ensure conformity with infection control standards.
  - (g) with the Commissioner of Mines where the land to be developed is situated in any mineral deposit area; and the Jamaica Bauxite Institute for bauxite related activities;
  - (h) with the Mines and Geology Division where the land is in a hillside area and there is a potential for slope instability or where a geotechnical report will be necessary;
  - (i) with the Office of Disaster Preparedness and Emergency Management where the development is situated on land occurring in areas subject to natural hazards;
  - (j) with the Water Resources Authority and National Water Commission where there is to be an increase in demand for water or where effluent is to be discharged in streams or an aquifer;
  - (k) with the National Water Commission where a sewage treatment plant is proposed or connection to an existing sewerage system is being proposed;
  - (l) with the Civil Aviation Authority where—
    - (i) the development is located within a 3km radius of airports, aerodromes, similar facilities and flight paths;
    - (ii) the structure proposed is to be within 9.26km (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 recommendations to the Planning Authority, the Planning Authority shall, before granting permission, whether conditional or unconditional, consider the recommendations;
  - (b) fails to make a recommendation within six weeks from the date of such consultation, the Planning Authority shall deal with the

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application unless the body indicates in writing that it is unable to meet the deadline and requests an extension.

Applications referred to the Authority.

17.—(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, as the case may be, to give notice of their decision or determination, 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 the decision or determination; or
  - (ii) within one month of the expiry of the period specified in paragraph 13(1) of this Order, or such longer period as the Minister may at any time allow.

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

- (a) the application made to the local planning authority;

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

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

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

Register of  
applications.

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

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

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

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

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

Information  
on applica-  
tions to be  
given to  
Minister.

20. The local planning authority shall furnish to the Minister and to such other persons as may be specified by directions given by the Minister under this Order, such information as may be so specified with respect to applications made to the local planning authority under this

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order, including information as to the manner in which any such application has been dealt with.

Directions,  
consents and  
notices.

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

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

Control of  
subdivided  
land.

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 of sale a Scheme Plan showing the proposed subdivision shall be prepared in accordance with Appendix 12 of the Fifth Schedule of this Order and submitted to the local planning authority for approval.

Fifth  
Schedule.

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

Matters to be  
dealt with by  
development  
orders.

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

Fifth  
Schedule.

Revocation.

24. Subject to paragraph 26, the Town and Country Planning (Hanover Coast) Confirmed Development Order, 1962, and the Town and Country Planning Petrol Filling Station—Hanover Coast Development Order, 1962 are hereby revoked, but without prejudice to any permission granted or determination made thereunder.

Savings.

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

## FIRST SCHEDULE

(Paragraph 2 and 4)

## PART I

## DESCRIPTION OF BOUNDARIES

*Hanover Development Order Area*

Starting at Great River Bay where the Great River which is the St. James and Hanover Parish Boundaries meet the coastline, thence generally south-easterly along this river to a point where the St. James, Hanover and Westmoreland Parish Boundaries meet, thence generally westerly along the Hanover and Westmoreland Parish Boundaries to a point where it meets the eastern boundary of the Negril and Green Island Area Development Order 2013, thence generally northerly along this boundary line to a point where it meets the coastline at Davis Cove, thence in a straight line perpendicular to the coastline to the offshore territorial limits, thence generally along the territorial limits to a point directly opposite the starting point, thence in a straight line back to the starting point at Great River Bay, including all off shore islands, cays, and manmade and natural accretions within the territorial waters.

## PART II

LOCAL PLANNING AREAS IN HANOVER DEVELOPMENT  
ORDER AREA*Lucea Local Planning Area*

Starting from the point where the seacoast meets the Dr. Ashton King Highway (North Coast Highway); thence north-westerly and north-easterly and along the seacoast to meet a parcel registered with Volume and Folio 1154/270; thence southerly in a straight line along the parcel boundary to a point north of the intersection of the Paradise/Jericho Road and Dr. Aston King Highway (North Coast Highway); thence southerly from this point in a straight line to the intersection of the Paradise/Jericho Road and Dr. Aston King Highway at Point Paradise and at Bosung Construction site office; thence southerly and along the Paradise/Jericho Road to where it meets the Elgin Town to Claremont Road (track); northwesterly and along the Elgin Town to Claremont road to where it meets the Kew Housing Scheme north eastern boundary; thence southerly along this Housing Scheme boundary to meet the Lucea East River; thence southerly and along this river to the southern boundary of Kew Estate (wire fence); thence south-westerly along this boundary (wire fence) to where it meets the Kew/Mount Peace Road; thence northerly and north-westerly along the Kew/Mount Peace Road to where it meets the southern boundary of Kew Estate; thence north-westerly along this boundary to where it meets the Johnson Town/Askenish secondary road; thence north-westerly and along this secondary road to meet an interval road; thence south-westerly along this road to where it meets the Lucea West River; thence westerly from this point in a straight line across the river to the Dias/Lucea main road (at the No. 1 mile post); thence south-westerly along



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FIRST SCHEDULE, *contd.*

this main road to meet a stream; thence westerly and north-westerly along this stream to where it meets 2nd Brissett Street (Brissett P.C.R.); thence north-westerly from this point in a straight line to Hope Hall P.C.R.; thence north-westerly from this point in a straight line to the end of Prosper Road; thence westerly from this point in a straight line to the point where St. Simon's P.C.R. meets Camp P.C.R.; thence northerly and along Camp P.C.R. to where it meets Haughton Court P.C.R.; thence north-westerly along Haughton Court P.C.R. to where it meets a track; thence south-westerly and along this track to where it meets Calabash Avenue; thence north-easterly along Calabash Avenue to where it meets the North Coast Highway; thence westerly in a straight line along the Dr. Ashton King Highway (North Coast Highway) to the starting point where the seacoast meets the Dr. Ashton King Highway.

*Hopewell Local Planning Area*

Starting from the point where Round Hill Property Road meets Dr. Aston King Highway (Lucea/Montego Bay main road) at Round Hill Hotel Staff Club; southerly and south-westerly along Round Hill Property Road to meet Hopewell/Haddington P.C.R.; south-easterly and along this P.C.R. to a point east of the Round Hill boundary (near Bethel School gate); westerly from this point in a straight line to and along Round Hill boundary to meet the Old Pen/Hopewell secondary road (at Culvert No. H6-22); southerly and along this secondary road to where it crosses the Hopewell Gully on Bamboo Hill; north-westerly then south-westerly along the Old Pen/Hopewell secondary road to where it meets Lookout Road; north-westerly and along Lookout Road to where it intersects with Seaview Heights Road; south-westerly and along this road to meet the southern boundary of the Orchard Gardens Subdivision; westerly and northerly along the southern and western boundary of this subdivision to meet coastline; easterly, north-easterly and southerly along this coastline to where the Dr. Aston King Highway intersects with the Round Hill Property Road at the starting point.

*Sandy Bay Local Planning Area*

Starting from the point at the bridge where the White Gut River meets the Dr. Aston King Highway; thence north-westerly along this river to the sea coast; thence north-easterly and along the sea coast to a point where the Flint River meets the sea; thence southerly and along the Flint River to a point where it meets the Tryall Golf and Country Club southern property boundary registered at Volume and Folio number 1159/9; thence south-westerly and along this boundary to a point where it meets property boundary registered at Volume and Folio 1090/780; thence south-westerly and north-westerly along this boundary to where it meets property boundary registered at Volume and Folio 1370/276 continuing to property boundaries registered at Volume and Folio 1370/275, 1370/274, 1159/9 and 1370/273; thence westerly in a straight line to where it meets property boundary registered at Valuation Number 02102007; thence southerly one lot deep along the Montpelier-Sandy Bay P.C.R. to

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FIRST SCHEDULE, *contd.*

the point where it meets the Barnes Lane at Miss Macks crossing; thence north-easterly and continue one lot deep along the Montpelier-Sandy Bay P.C.R to a property registered at Volume and Folio 1336/216; thence westerly from the north western boundary of this property to meet a property registered at Volume and Folio 1146/124 continuing to property registered at Volume and Folio 1383/240; thence westerly to meet a property registered at Volume and Folio 988/424 continuing south-westerly to meet a property registered at Volume and Folio 1026/439; thence south-easterly and south-westerly to meet property boundaries registered at Volume and Folio 1069/497 and 1032/161 continuing to meet a property registered at Volume and Folio 1284/687; thence north-westerly to meet a property registered at Volume and Folio 1156/480; thence south-westerly to meet a the property registered at Valuation Number 06705009; thence south-westerly and along this boundary to where it meets the White Gut River; thence north-easterly and along this river to the starting point.

*Kingsvale Local Planning Area*

Starting from a point at the centre line of the Glasgow to Dias Main Road in south Kingsvale and using a 500 meter radius both easterly and westerly; thence continuing north from this point and along the centre line of the same road with the same radius to meet the Dias community in the north; this circumference includes a part of the Paradise to Kingsvale Road, a part of Ginger Hill P.C.R., a part of Blenheim to Dias Secondary Road, a part of Dias to Lucea Main Road, a part of Orange Valley Track, a part of Epping to Eaton Road and a section of Kingsvale Road to end at the starting point at the Glasgow to Dias Main Road in south Kingsvale.

*Ramble Local Planning Area*

Starting from the point to where Mackfield — Shettlewood Main Road meets the western boundary of a parcel registered at Volume Folio 1231/948; thence southerly and easterly along this boundary to where it meet the Knockalva to Chester Castle P.C.R.; thence south-easterly and along this road for approximately 2,300 metres to a point where it meets a the western boundary of a parcel registered at Valuation Number 05902056004; thence north-westerly along this boundary to meet the eastern boundary of a parcel registered at Valuation Number 05902056012; thence continuing north-easterly along this boundary in a straight line to a point where it meets an unnamed road at a parcel registered at Valuation Number 04005008081; thence north-westerly along this unnamed road to where it meets the southern boundary of a parcel registered at Valuation Number 04005008062; thence north-easterly and north-westerly along this parcel boundary to where it meets the Castle P.C.R; thence north-easterly along this P.C.R to a point where it meets the northern end of a parcel boundary registered at Valuation Number 04005006049; continuing north-westerly in a straight line to meet the western boundary of a parcel registered at Valuation Number 04005009175; thence southerly and westerly along this boundary to meet the western

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FIRST SCHEDULE, *contd.*

boundary of a parcel registered at Valuation Number 04005009173; thence south-westerly along this boundary to a point where it meets the western boundary of a parcel registered at Valuation Number 04005002010; thence westerly and southerly along said boundary to meet the western boundary of a property registered at valuation Number 05902017029; south-easterly along this boundary to where it meets the Mackfield to Shettlewood Main Road; continuing easterly along this road to the starting point.

*Cascade Local Planning Area*

Starting from the point where the Lucea River meets the Pennycooke to Cascade Secondary Road; northerly along this road to meet the southern boundary of a parcel with Land Valuation Number 02104011015; westerly and along this southern boundary to meet a tributary of the Springfield River; south-westerly, north-westerly then north-easterly and along this tributary of the Springfield River to the bridge at the Jericho to Cascade Secondary Road; south-easterly and along this road for a short distance to a gully; north-easterly and along this gully to meet a tributary of the Maggoty River: north-easterly and along this Tributary of the Maggoty River to where it cuts through a parcel with Land Valuation Number 02101008005; south-easterly through this parcel to meet the Cascade to Smithfield Road; southerly and along this road for a short distance to meet the northern boundary of a parcel with Land Valuation Number 02105003065; easterly then southerly along this parcel's northern and eastern boundaries to meet the eastern boundary of a parcel with Land Valuation Number 02105003006; southerly along this boundary to meet the Kenilworth Property Boundary; easterly then, south-westerly along the Kenilworth Property Boundary to meet the Birches Hill to Pondside Road: westerly then north-westerly along the Birches Hill to Pondside Road to meet the Lucea River; south-westerly and along the Lucea River back to the starting point where this river meets the Pennycooke to Cascade Secondary Road.

## SECOND SCHEDULE

(Paragraph 5)

*Use Classes Order*

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

Class 1—*Shops*

Use for all or any of the following purposes—

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

Class 2—*Financial and Professional Services*

Use for the provision of—

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

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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 a night club).

Class 5—*Hot Food Takeaways*

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

Class 6—*Business*

Use for all or any of the following purposes:—

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

Class 7—*General industry*

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

Class 8—*Storage or Distribution*

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

Class 9—*Hotels*

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

Class 10—*Residential Institutions*

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

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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).

## THIRD SCHEDULE

(Paragraph 7)

## PERMITTED DEVELOPMENT

Classes of Development which may be undertaken without requiring planning permission.

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

Use for all or any of the following purposes:—

Class A

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

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

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

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of the dwelling house and would exceed 3.6 metres in height;

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

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

Interpretation of  
Class A

For the purpose of Class A—

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



THIRD SCHEDULE, *contd.*

## Class B

Permitted  
Development

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

Development  
not permitted

B.1 Development is not permitted if—

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

## Class C

Permitted  
Development

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

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

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THIRD SCHEDULE, *contd.*

## 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 with a highway.

## Class E

Permitted  
Development

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

Development  
not permitted

- E.1 Development is not permitted if—
- (a) it relates to a dwelling or a satellite antenna;
  - (b) any part of the buildings or enclosure to be constructed or provided would be nearer to any highway which bounds the curtilage than—
    - (i) the part of the original dwelling house nearest to that highway; or
    - (ii) 15.24 metres whichever is nearer to the highway;
  - (c) where the building to be constructed or provided would have a cubic content greater than 10 cubic metres, any part of it would be within 5 metres of any part of the dwelling house;

THIRD SCHEDULE, *contd.*

- (d) the height of that building or enclosure would exceed—
      - (i) 3.66 metres, in the case of a building with a ridged roof; or
      - (ii) 3 metres, in any other case;
    - (e) the total area of ground covered by buildings or enclosures within the curtilage (other than the original dwelling house) would exceed 50% of the total area of the curtilage (excluding the ground area of the original dwelling house); or
    - (f) in the case of land within the curtilage or a listed building, it would consist of the provision, alteration or improvement of a building with a cubic content greater than 10 cubic metres.
- Interpretation of Class E
  - E.2 for the purpose of Class E purpose incidental to the enjoyment of the dwelling house as such, includes the keeping of poultry, bees, pet animals, birds or other livestock for the domestic needs or personal enjoyment of the occupants of the dwelling house where the dwelling house is located in a rural area.
- Class F
  - Permitted Development
    - F. The provision within the curtilage of a dwelling house of a hard surface for any purpose incidental to the enjoyment of the dwelling house as such.
- 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,

THIRD SCHEDULE, *contd.*

mounting and brackets) when measured in any dimension would exceed—

- (i) 45 centimetres in the case of an antenna to be installed on a chimney;
- (ii) 70 centimetres in any other case;
- (b) the highest part of an antenna to be installed on a roof or a chimney would, when installed, exceed in height—
  - (i) in the case of an antenna to be installed on a roof, the highest part of the roof;
  - (ii) in the case of an antenna to be installed on a chimney, the highest part of the chimney;
- (c) there is any other satellite antenna on the dwelling house or within its curtilage;

## Conditions

G2 Development is permitted by Class G subject to the following conditions—

- (a) an antenna installed on a building shall, so far as practicable, be sited so as to minimise its effect on the external appearance to the building;
- (b) an antenna no longer needed for the reception or transmission of microwave radio energy shall be removed as soon as reasonably practicable.

Interpretation  
of Part 1

1. For the purposes of Part 1—

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

THIRD SCHEDULE, *contd.*PART 2—*Minor Operations*

## Class A

Permitted  
Development

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

Development  
not permitted

- A.1 Development is not permitted if—
- (a) the height of any gate, fence, wall or means of enclosure erected or constructed adjacent to a highway used by vehicular traffic would, after the carrying out of the development, exceed 1.22 metres above ground level;
  - (b) the height of any other gate, fence, wall or means of enclosure erected or constructed would exceed two metres above ground level;
  - (c) the height of any gate, fence, wall or other means of enclosure maintained, improved or altered would, as a result of the development, exceed its former height or the height referred to in subparagraph (a) or (b) as the height appropriate to it if erected or constructed, 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.

THIRD SCHEDULE, *contd.*

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.

PART 3—*Development by Local Authorities*

Class A

Permitted  
Development

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

THIRD SCHEDULE, *contd.*PART 4—*Temporary Buildings and Uses*

## Class A

Permitted  
Development

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

Development  
not permitted

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

## Conditions

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

## Class B

Permitted  
Development

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

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

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THIRD SCHEDULE, *contd.*

- (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; and
- (iii) any war game.

Interpretation of  
Class B

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

PART 5—*Agricultural Buildings and Operations*

Class A

Permitted  
Development

A. Development on units 2.0 hectares or more.

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;



THIRD SCHEDULE, *contd.*

- (c) it would involve the provision of a building, structure or works not designed for agricultural purposes; or
- (d) the ground area which would be covered by—
  - (i) any works or structure (other than a fence) for accommodating livestock or any plant or machinery arising from engineering operations; or
  - (ii) any building erected or extended or altered by virtue of this Class, would exceed 465 square metres, calculated as described in paragraph D.2;
- (e) the height of any part of any building, structure or works within 3 kilometres of the perimeter of an aerodrome would exceed 3 metres;
- (f) the height of any part of any building, structure or works not within 3 kilometres of the perimeter of an aerodrome would exceed 12 metres;
- (g) any part of the development would be within 25 metres of a metalled part of a trunk or classified road;
- (h) it would consist of, or include, the erection or construction of, or the carrying out of any works to, a building, structure or an excavation used or to be used for the accommodation of livestock; or
- (i) 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

THIRD SCHEDULE, *contd.*

- (j) it would involve excavations or engineering operations over land which are connected with fish farming.
- Conditions                      A. 2    (1)    Development is permitted by Class A subject to the following conditions—
- (a) where development is carried out within 400 metres of the curtilage of a protected building, any building, structure, excavation or works resulting from the development shall not be used for the accommodation of livestock except in the circumstances described in paragraph D.3 or for the storage of slurry or sewage sludge;
  - (b) where the development involves—
    - (i) the extraction of any mineral from the land, or
    - (ii) the removal of any mineral from a mineral-working deposit, the mineral shall not be moved off the unit;
  - (c) waste materials shall not be brought onto the land from elsewhere for deposit except for use in works described in Class A (a) or in the creation of a hard surface and any materials so brought shall be incorporated forthwith into the building or works in question.
- (2) Subject to paragraph (3), development consisting of—
- (i) the erection, extension or alteration of a building;
  - (ii) the formation or alteration of a private way;
  - (iii) the carrying out of excavations or the deposit of waste material (where the

THIRD SCHEDULE, *contd.*

relevant area, as defined in paragraph D.4 below exceeds 0.5 hectare); or

- (iv) the placing or assembly of a tank in any waters is permitted by Class A subject to the following conditions—
- (a) the developer shall, before beginning the development, apply to the local planning authority for a determination as to whether the prior approval of the authority will be required to the siting, design and external appearance of the building, the siting and means of construction of the private way, the siting of the excavation or deposit of the siting and appearance of the tank, as the case may be;
- (b) the application shall be accompanied by a written description of the proposed development and of the materials to be used and a plan indicating the site;
- (c) the development shall not be begun before the occurrence of one of the following—
  - (i) the receipt by the applicant from the local planning authority notice of a written notice of their determination that such prior approval is not required;
  - (ii) where the local planning authority gives the applicant notice within 28 days following the date on which the application was received by the local planning authority without the local planning authority making any determination as to whether such approval is required or notifying the applicant of their determination;
  - (iii) the expiry of 28 days following the date on which the application was received by the local planning authority without the local planning authority making any determination as to whether such approval is required or notifying the applicant of their determination;

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THIRD SCHEDULE, *contd.*

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

THIRD SCHEDULE, *contd.*

on which the local planning authority were given the information referred to in sub-paragraph (b).

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

## Class B

Development on units of less than 2.0 hectares.

Permitted  
Development

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

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THIRD SCHEDULE, *contd.*Development  
not permitted

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

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

## B.2 Development is not permitted by Class B 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;

THIRD SCHEDULE, *contd.*

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

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

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

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

## Conditions

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

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

- (a) that waste materials are not brought on to the land from elsewhere for deposit

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THIRD SCHEDULE, *contd.*

unless they are for use in works described in Class B (a), (d) or (e) and are incorporated forthwith into the building or works in question; and

- (b) that the height of the surface of the land will not be materially increased by the deposit.

## Class C

## Mineral Working for Agricultural Purposes

Permitted  
Development

- C. The winning and working on land held or occupied with land used for the purposes of agriculture of any mineral reasonably necessary for agricultural purposes within the agricultural unit of which it forms part.

Development  
not permitted

- C.1 Development is not permitted by Class C if any excavation would be made within 15.24 metres of a metalled part of a trunk or classified road.

## Condition

- C.2 Development is permitted by Class C subject to the condition that no mineral extracted during the course of the operation shall be moved to any place outside the land from which it was extracted, except to land which is held or occupied with that land and is used for the purposes of agriculture.

Interpretation  
of Part 5.

- D.1 For the purposes of Part 5—

“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



THIRD SCHEDULE, *contd.*

the person who occupies the unit, or

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

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

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

“livestock” includes fish or shellfish which are farmed;

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

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

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

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

D.2 For the purposes of this Part—

- (a) an area calculated as described in this paragraph comprises the ground area which would be covered by the proposed development, together with the ground area of any building (other than a dwelling), or any structure, works, plant, machinery or ponds or tanks

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THIRD SCHEDULE, *contd.*

within the same unit which are being provided or have been provided within the preceding two years and any part of which would be within 90 metres of the proposed developments;

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

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

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

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

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

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

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

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THIRD SCHEDULE, *contd.*

other parts of the unit on or under which waste has been deposited and has not been removed.

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

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

D.5 For the purpose of Class B—

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

D.6 In Class C, “the purposes of agriculture” includes fertilizing land used for the purposes of agriculture

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THIRD SCHEDULE, *contd.*

and the maintenance, improvement or alteration of any buildings, structures or works occupied or used for such purposes on land so used.

PART 6—*Forestry Buildings and Operations*

Class A

Permitted development

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

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

Development not permitted

- A. 1 Development is not permitted if—

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

Conditions

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

- (a) the developer shall, before beginning the development, apply to the local planning authority for a determination as to

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THIRD SCHEDULE, *contd.*

whether the prior approval of the authority will be required to the siting, design and external appearance of the building or, as the case may be, the siting and means of construction of the private way;

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

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THIRD SCHEDULE, *contd.*

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

THIRD SCHEDULE, *contd.*

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

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

## Interpretation

## A. 3 For the purposes of this class—

“Significant extension” and “significant alteration” mean any extension or alteration of the building where the cubic content of the original building would be exceeded by more than 10 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

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THIRD SCHEDULE, *contd.*

which is signed and dated by  
or on behalf of the applicant.

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

Class A

Permitted  
Development

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

General Note

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

PART 8—*Repairs to Services*

Class A

Permitted  
Development

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

General Note

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

PART 9—*Aviation Development*

Class A

Development at an airport

Permitted  
Development

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



THIRD SCHEDULE, *contd.*

Development  
not permitted

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

- (a) the construction or extension of a runway;
- (b) the construction of a passenger terminal the floor space of which would exceed 500 square metres;
- (c) the extension or alteration of a passenger terminal, where the floor space of the building as existing at the date of coming into force of this order or, if built after that date, of the building as built would be exceeded by more than 15 per cent;
- (d) the erection of a building other than an operational building;
- (e) the alteration or reconstruction of a building other than an operational building, where its design or external appearance would be materially affected.

Conditions

A. 2 Development is permitted by Class A subject to the condition that the relevant airport consults the local planning authority before carrying out any development, unless that development falls within the description in paragraph A.3(2).

Interpretation  
of Class A

A.3 (1) For the purposes of paragraph A. 1 floor space shall be calculated by external measurement and without taking account of the floor space in any pier or satellite.

(2) Development falls within this paragraph if—

- (a) it is urgently required for the efficient running of the airport, and
- (b) it consists of the carrying out of works, or the erection or construction of a structure or of an ancillary building, or the placing on

THIRD SCHEDULE, *contd.*

land of equipment, and the works, structure, building, or equipment, do not exceed 4 metres in height or 200 cubic metres in capacity.

Class B	Air navigation development at an airport
Permitted Development	<p>B. The carrying out on operational land within the perimeter of a relevant airport by a relevant airport operator or its agent of development in connection with—</p> <ul style="list-style-type: none"> <li>(a) the provision of air traffic control services;</li> <li>(b) the navigation of aircraft using the airport; or</li> <li>(c) the monitoring of the movement of aircraft using the airport.</li> </ul>
Class C	Air navigation development near an airport.
Permitted Development	<p>C. The carrying out on operational land outside but within 8 kilometres of the perimeter of a relevant airport by a relevant airport operator or its agent, of development in connection with—</p> <ul style="list-style-type: none"> <li>(a) the provision of air traffic control services;</li> <li>(b) navigation of aircraft using the airport; or</li> <li>(c) the monitoring of the movement of aircraft using the airport.</li> </ul>
Development not Permitted	<p>C. 1 Development is not permitted by Class C if—</p> <ul style="list-style-type: none"> <li>(a) any building erected would be used for a purpose other than housing equipment used in connection with the provision of air traffic control services, with assisting the navigation of aircraft or with monitoring the movement of aircraft using the airport;</li> </ul>

THIRD SCHEDULE, *contd.*

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

THIRD SCHEDULE, *contd.*

used in connection with the provision of air traffic control services, assisting the navigation of aircraft or monitoring the movement of aircraft;

- (b) any building erected would exceed a height of 4 metres; or
- (c) it would consist of the installation or erection of any radar or radio mast, antenna or other apparatus which would exceed 15 metres in height, or where an existing mast, antenna or apparatus is replaced, the height of that mast, antenna or apparatus if greater.

Class F Development by the Civil Aviation Authority in an Emergency

Permitted Development F. The use of land by or on behalf of the Civil Aviation Authority in an emergency to station moveable apparatus replacing unserviceable apparatus.

Condition F. 1 Development is permitted by Class F subject to the condition that on or before the expiry of a period 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.

THIRD SCHEDULE, *contd.*

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

THIRD SCHEDULE, *contd.*

of Jamaica or any airport owned or managed by the Airports Authority of Jamaica, its subsidiaries or agencies;

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

General Note:

This Part grants permission for development by:

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

PART 10—*Telecommunications Operations*

Class A

Permitted  
Development

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

- (a) Most conventional television aerials and their mounting or poles. Many of the smallest antenna systems that may be covered by the normal principle of *de minimis* and/or may not have a material effect on the external appearance of the building on which they may be installed;
- (b) apparatus such as radio masts which is being installed on the ground not exceeding a height of 15 meters (45ft) above ground level or the height of any apparatus which it replaces whichever is greater but not including antennas installed on radio masts;
- (c) satellite antennas except when precluded in any Development Order.

Development  
not permitted

A.1

- (a) Cellular towers/masts and mono poles not permitted that are being placed in residential areas, schools and hospitals;
- (b) The cellular tower/mast and mono poles that are being located in areas of scenic

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THIRD SCHEDULE, *contd.*

beauty, protected buildings, national monuments, conservation and or protected areas and sites protected under the Jamaica National Heritage Trust Act and the Town and the Town and Country Planning Act.

## Conditions

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

- (a) an antenna installed on a building shall, so far as practicable, be sited so as to minimize its effect on the external appearance of the building;
- (b) an antenna no longer needed for the reception or transmission of micro wave radio energy shall be removed as soon as reasonably practicable.

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FOURTH SCHEDULE  
NOTIFICATION FORMS

FORM A

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

Your application dated: \_\_\_\_\_  
(insert date)

For development at: \_\_\_\_\_  
(insert address)

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

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

FORM B

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

*To be Endorsed on Notices of Decision*

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

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



FOURTH SCHEDULE, *contd.*

## FORM C

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

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

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

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

\_\_\_\_\_  
(insert address)

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

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

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FIFTH SCHEDULE

## THE PLAN

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

## SECTION 1—THE PLANNING FRAMEWORK

## STATEMENTS

## HANOVER AREA DEVELOPMENT ORDER

Hanover is located in the north-western section of the island in the county of Cornwall at latitude 18° 25'N and 78° 08'W. It has a land area of approximately 430km<sup>2</sup> and is bounded by St. James to east Westmoreland to the south and the Caribbean Sea to the north. A description of the boundaries is outlined in the first schedule and delineated on Map 1 attached hereto.

## HISTORY

Hanover with the exception of Kingston is the smallest and most low-lying parish in the country. It was formed from parts of the parishes of St. Elizabeth and Westmoreland on November 12, 1793. It was named in honour of George 1, the reigning monarch on the British throne and was from the House of Hanover in Germany.

Historically Hanover had some valuable grazing pen in Shettlewood, Burnt Ground, Knockalva, Haughton Grove and Sadler's Hall. Agricultural activities included the cultivation of coconuts, sugar, pimento the making of rum and the rearing of animals.

From the middle of the 18th century, Lucea the capital and main town in Hanover provided the rest of Jamaica with ground produce and bananas were exported until the 1960s. A deep-water pier was built, but was restricted to the shipping of molasses and was closed in 1983.

Lucea is one of the most picturesque seaports in Jamaica. The historic Fort Charlotte was built in 1761 for the defense of the Lucea Harbour and is located on the north east extremity of the peninsular which stands at one side of the entrance to the harbour. Alongside the fort is an impressive Georgian brick structure known as The Barracks, which was built in 1843 to provide shelter to soldiers stationed there.

FIFTH SCHEDULE, *contd.*

## DEMOGRAPHY

*Population Size and Growth*

The 2011 Population Census shows that there are 52,156 persons residing in the Hanover Development Order Area; comprising 26,162 males and 25,994 females; representing an increase approximately of 1.5 percent from that of 2001. The population residing in the three major local planning areas of Lucea, Hopewell and Sandy Bay accounted for approximately 34.5 percent of the total population being 8,796, 5,222 and 3,964 respectively.

The population for the Order Area has been slowly increasing over the last two decade. Annual growth rate of 0.09 percent was recorded for the inter-censal period 1991 – 2001 which increased to 0.15 percent for the 2001-2011 inter-censal period. Assuming that this growth rate remain constant it is anticipated that by the year 2030 the Hanover Development Order Area will account for 53,631 persons.

A youth-dominated population (ages 0-30 years) was recorded in 2011. The productive population accounts for 55.5 percent residing in the Order Area. Children (ages 0-14 years) accounts for only 28 percent and the elderly (65 years and older) accounts for approximately 8 percent. A dependency ratio of 57.4 percent was recorded for 2011.

*Population Density*

The Hanover Development Order Area covers an area of 35,072 hectares or 350.72 square kilometres. The population density in 2001 was 147 persons per square kilometre and has increased to approximately 149 persons per kilometre square in 2011. It is projected that the density will increase to 153 persons per square kilometre by the year 2030.

## NATURAL RESOURCES

*Minerals*

The Order Area has significant reserves of limestone mainly in the southern and eastern regions. This is utilized in the mining and quarrying industry and is mostly suited for road material and aggregate. Mining of these minerals has scarred the landscape and there is need to respect the contours in order to minimize future visual impacts and to create sites for future development.

*Forestry*

Hanover consists of mixed land uses including areas of forests. These are spread across the Order Area particularly in the Dolphin Head Mountain, Birches Hill, Blenheim Forrest Reserve and Raglan Mountain. This type of forest cover

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FIFTH SCHEDULE, *contd.*

has to be maintained to provide habitats for endemic flora and fauna and to protect water sources. These forested areas also provide firewood and lumber.

*Coastal Features*

The Hanover Development Order Area has a varied and irregular coastline which gives rise to a unique ecosystem formed by the integration of coastal features that includes beaches, rocky shores, wetland and mangroves. These contribute significantly to the economic base of the area through fishing and tourism.

## NATURAL CONDITIONS

*Topography*

The topography of the Order Area varies from mountainous terrain in the south to low lying plains leading to the coastline. Its elevation rises to approximately 544m above sea level from the coast with the highest peak at Birch's Hill followed by Dolphin Head Mountain (approximately 540m above sea level). Several bays, coves and caves are located along the coastline.

*Geology*

The geology and lithology of Hanover falls under eight categories; Alluvium, White and Yellow Limestone, Metamorphic Series, Granodiorite, Coastal Finns, Andesitic Formations and Swamp each with its own characteristic occurring in specific areas across the parish.

*Land Capability*

The land capability varies from low to moderate fertile lands and the land capability Classes of III-V can be found across the parish.

*Climatic Conditions*

Hanover has a comparatively uniform climatic regime which is humid tropical, varying slightly with height above sea level. Due to its location on the north western coast of the island, it receives gentle to moderate winds throughout most of the year and is prone to the effects of "Northers" which often brings colder air during the winter season.

*Drainage*

The parish drains in a northerly direction and involves rivers such as the Great River, Flint River, Pill River and Green Island Rivers. Much of the drainage systems are affected by intermittent streams and only the larger rivers flow all the year round. Drainage in the limestone mountains is subterranean. The only south-flowing rivers of importance is the Cabarita which rises near Cash Hill and cuts a narrow gorge through the limestone hills, before entering the plains of Westmoreland near Kingsvale.

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FIFTH SCHEDULE, *contd.**Fresh Water*

Fresh water is perennially available from the major streams. The Great River which has small to moderate flow drains a large section of the eastern part of the parish. This stream follows a fault, and its tributaries may be very fast moving, carving steep ravines. Other water sources are seasonal for example the Lucea Rivers, Cabarita River and numerous intermittent streams. Water supply is however scarce or lacking in the south-eastern part of the Order Area due mostly to the karstic nature of the limestone subsurface. Surface ponds are located in some areas but due to the presence of clay lined depressions and karstic terrains it filtrates slowly in the ground.

## CONSERVATION OF THE NATURAL AND BUILT ENVIRONMENT

*Natural Environment*

The Order Area has a very diverse and unique natural environment consisting of marine, terrestrial and freshwater ecosystems which together work towards maintaining the ecological integrity of the area. Development activities will therefore have to conform with the environment in type and scale and be carefully monitored to protect against threats and ensure that prescribed conservation targets are met. The area is bordered by an extensive coastline marked by mangroves swamps, sandy and rocky shores, coral reefs, beaches and a variety of plants and animals. The terrestrial environment is dominated by a variety of forests, caves, endangered and endemic plants and animals species as well rivers, springs and ponds which need to be protected.

Established protected areas in the Order Area include a section of the Negril Environmental Protection Area and Marine Park which were declared under the Natural Resources Conservation Authority Act 1997 and 1998 respectively. Other protected areas include a number of forest reserves declared under the Forestry Act 1996. There are some areas of ecological importance that have been proposed to be protected based on the Jamaica National Ecological Gap Site Assessment Report, 2009. These include; an extension of the Negril Environmental Protection Area which is of particular importance for lakes and ponds in the western ecological draining unit of Jamaica which harbours a West Indian whistling duck population (*Dendrocygna arborea*). The Dolphin Head Mountain makes important contributions towards meeting forest habitat and species based goals, it contributes to the wet alluvium forest, shale forests cover within Jamaica. Numerous guano caves may be found in this area. It also serves as a habitat for endemic flora and fauna such as various frog species, black-throated blue warbler, orchids, and other species may be found in this area. East Dolphin Head for its mesic limestone and wet alluvium forest, as well as for the protection of hutia (*Geocapromys brownii*), *Eleutherodactylus jamaicensis* (frog species) and

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FIFTH SCHEDULE, *contd.*

*Osteopilus crucialis* (frog species). And an extension to the Montego Bay Marine Park to include part of the Great River drainage basin.

*Built Environment*

There are several sites and buildings which are of particular beauty, architectural and historical significance in the Order Area and which need to be protected. The Jamaica National Heritage Trust has declared six (6) sites as national monuments. Buildings of Architectural and Historic Interest include the Barbican Estate, the Tamarind Lodge, the Old Hanover Gaol/Old Police Barracks in Lucea, the Ruins of Sugar Works and the Tryall Great House. Other monuments and historic sites include Fort Charlotte which was built in the mid-18th Century by the British for the defence of the North Westerly and The Blenheim which is a small rural hilly district in Hanover and the birthplace of Sir Alexander Bustamante, one of Jamaica's national heroes.

## ECONOMIC ACTIVITY

The economic base of the Development Order Area is predominantly agriculture and tourism. Other major economic activities are wholesale and retail, craft and related trades. The area is characterized by small and large parcels of agricultural lands that are used for cultivation of crops and rearing of animals. There is large scale production of yams and sugar cane as well as subsistence farming of banana, turmeric, pimento and other cash crops. Although agriculture still plays a dominant role it has been declining due to several factors such as severe drought and disease. Livestock and dairy farming are mainly done in the western and south-western sections. The fishing industry is also very active and consists of eleven fishing beaches along the coast some of which are also used for bathing.

Several factories and small manufacturing outlets exist however, some are not active. Additionally, the commercial sectors in the urban centres consist of small hardware stores, grocery shops and supermarkets.

The area has the potential for economic growth specifically in the agricultural and tourism sectors as approximately sixty percent (60%) of the lands are arable and its' prime location between the tourist destinations of Negril and Montego Bay.

## TOURISM

Although Jamaica's north coast contains some of the most developed tourism areas, the Order Area presently does not experience much tourism development compared to other areas along the north coast. This is in spite of a rich cultural heritage, natural geological features and attractions such as Dolphin Cove, Chukka Adventure Tours, Fort Charlotte and the Tryall Estate Great House. The tourism potential of these attractions could be fully maximized to aid in the development of the tourism sector.

FIFTH SCHEDULE, *contd.*

## TRANSPORTATION

The Order Area has a transportation system with a comprehensive road network that covers most parts of the area. The road network is divided into four classes; Class 1—major arterial roadways, Class 2—distributor roadways, Class 3—minor roadways and the North Coast Highway which is the chief means of access to all areas along the north coast of Jamaica.

The main types of public transportation within the Order Area are taxis and mini buses. Public transportation traverse designated routes from different destinations to various local planning areas. Currently there are no airports or rail transport within the parish.

## WASTE TREATMENT AND DISPOSAL

Sewage disposal is done largely through septic tanks and absorption pits, tile fields and pit latrines. In addition there are individual tertiary sewage treatment plants for private developments. There is a need for a central sewage system to replace the individual package plants and other systems being used by developments in the Order Area.

## LOCAL PLANNING AREAS/MAJOR GROWTH CENTRES

The National Settlement Strategy provides the spatial framework for the development of areas as “Urban Growth Centres.” The purpose of these centres is to achieve a rational pattern of land use and community development which will offer a guide to the most appropriate location for receiving priority for future public and private investments. Social and infrastructural services and economic activities will be concentrated in these areas in such a manner that people will have easy access to such facilities. Basic services would be provided resulting in the efficiency of land uses. The general technique is to promote centres which service the population within a certain designated area.

The centres are determined by physical conditions and the economic and the existing social facilities. These will function as the stimulus and focus of urban growth and development. A growth centre should have basic infrastructure such as post office, electricity, paved road and a number of facilities and amenities such as schools, commercial areas, a clinic, police station. The limits will be identified by an urban boundary within which all development activities are expected to take place, in an effort to prevent urban sprawl.

The two major Local Planning Areas/Growth Centres are; Lucea and Hopewell.

*Lucea*

Lucea the parish capital is situated at the north-western end of its coastline. It is the administrative and commercial centre of the parish and has a rich heritage

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FIFTH SCHEDULE, *contd.*

that is worthy of preservation as it contains many features of historic and architectural interest. There are several developments taking place in its environs which augers well for its future growth and development.

*Hopewell*

Hopewell which is to the east of Lucea is the next major town with numerous commercial and service facilities and housing developments.

Local Plans have been prepared for all the Local Planning Areas/Growth Centres as identified and detailed in the Fifth Schedule and listed in Appendix 2 with their boundaries indicated on Map 1.

## VISION

The vision for the parish of Hanover is one that enhances the quality of life for residents and visitors by providing a range of housing solutions, jobs, health, education and leisure opportunities, promote diversified and sustained economic development, integration of land uses to ease mobility, preservation and conservation of the natural and built environment, recognize and promote heritage as a tourism opportunity and encourage the appropriate level of infrastructure to support development.

## STRATEGY

The strategy “is to provide support and encouragement for 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 areas, by focusing on the quality of design and techniques for making better use of urban space; the provision of housing at affordable price to various segments of the populace, the establishment of a harmonious transportation network and spatial relationship between land uses which facilitate convenient and efficient interaction between the transport system and land uses.

In protecting the environment for future generations and in keeping with the Strategy, the planning authorities will support sustainable forms of development. In particular, this Order will seek to ensure that sufficient land will be available to support development needed to achieve the areas potential; encourage the development of a system of parks, beaches, open spaces, and other areas for the recreational needs of the public; facilitate the conservation of those areas of diminishing and irreplaceable natural beauty, architecture and heritage, reefs, cays and wetlands.

The local planning authority’s ability to plan radically is limited by the pattern of existing development and infrastructure but this Development Order will play a positive role in shaping the future of the parish. Policy guidelines will seek to address, inter alia; the demand for urban services, especially the provision of



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FIFTH SCHEDULE, *contd.*

lands for the business and commerce, particularly within the parish's capital and at suitable established business nodes, the proliferation of non-conforming uses especially within residential areas, land degradation, the provision of suitable lands for light and heavy industry, preservation of agricultural land and tourism development. These policies and guidelines will provide direction to the overall development of the parish and strengthen urban/ rural linkages and local based development.

## THE PURPOSE OF THE ORDER

This Development Order will make provision for the orderly and progressive development of the Development Order Area, encouraging activities that the planning authorities have identified as beneficial to the Order Area, and preventing those that are detrimental to the environment and or amenity of the residents. The main aim is to provide the basis for sound decisions on planning applications for the activities set out in the second schedule of the Act in accordance with the Vision, Strategies, Objectives, Policies and Proposals outlined in the document.

The Town and Country Planning Act (1957) require all applications to be determined in accordance with the provisions of this Order unless material considerations indicate otherwise. An applicant who proposes a development that does not accord therewith, except those falling within the categories outlined in the second and third schedule will need to demonstrate compelling reasons why it should be allowed.

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

## FORMAT OF THE ORDER

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

- (1) The Citation, Interpretation, Schedules (First – Fourth) and General Regulations.
- (2) The Statements (Fifth Schedule)

The Statements are further divided into two sections:

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

Section 2 provides the Guidelines and Policies for Local Area Development and the Appendices. The Appendices include standards and details for such matters

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FIFTH SCHEDULE, *contd.*

as parking and loading requirements, guidelines for petrol filling stations, residential densities, *etc.*

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

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

## HOW TO USE THE ORDER

## (1) For Information

- (a) On the interpretation of legal definitions, the application process and schedules refer to (Part 1) above.
- (b) On a particular site or building refer to the Proposal Maps which will show any guidelines or policy applicable. The inset maps may also provide additional information.
- (c) Regarding a particular thematic topic such as housing, environment etc. consult the sections devoted to the relevant topic. There is a Table of Contents at the front of the Document that will help in this regard.

## (2) For Policy Identification

Sector Policies are identified by the letter(s) 'SP' to which policy relates (thus "SP" for Sectoral Policy follow 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 L for Lucea) 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 Lucea would therefore be:—Policy LT1

(3) It should be noted that some of the policies are cross listed, that is, they may appear under other thematic headings with the same or different justification.

(4) The Glossary is intended to be used as an aid to understanding the terms used in the written statement

(5) When considering the possible use of a site reference should be made to the "Use Classes Order" (Second schedule) and Permitted Development (Third Schedule) and any planning permission controlling the use of the building or land.

FIFTH SCHEDULE, *contd.*

(6) In preparing this Order the Authority has tried to keep technical phrases and jargon to a minimum but where unavoidable explanation of the more complicated terms is given.

## ACKNOWLEDGEMENT

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

## OBJECTIVES

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

## TRANSPORTATION

The movement of goods and people in, out and around the Development Order Area depends heavily on the road infrastructure. With the absence of a major aerodrome within the parish as well as the closure of the port there is severe stress on the existing road infrastructure. It is therefore imperative that there is greater diversification of the transportation infrastructure within local planning area to allow for maximum efficiency for all users.

- Obj. T1 To ensure that there is connectivity amongst all the regional and sub-regional centres through main arterial roads (Highways and Class A roads).
- Obj. T2 To ensure that all local planning areas/growth centres are linked to the main arterial roads by main Class B roads.
- Obj. T3 To encourage the improvement of the rural road network to enhance development in rural areas.
- Obj. T4 To ensure the integration of transport planning with land use planning.
- Obj. T5 To ensure that road design standards are maintained at a high level.
- Obj. T6 To encourage proper traffic management practices especially in the built up areas and on high speed roads.
- Obj. T7 To ensure the reservation of adequate land for all transportation purposes whilst minimising impact on surrounding land uses.

FIFTH SCHEDULE, *contd.*

- Obj. T8 To establish, preserve and protect the reservation of lands necessary for new roads and the improvement of existing ones.
- Obj. T9 To encourage the shared use of parking facilities particularly in the Central Business Districts as part of major development proposals.
- Obj. T10 To seek the provision of adequate parking areas to cater for buses, taxis and other forms of public transport especially in Urban Centres.
- Obj. T11 To ensure that new developments are properly located and designed with adequate parking to contribute to sustainable patterns of road layout and traffic movement.
- Obj. T12 To improve the environmental amenity of all existing and proposed car parking areas used by the public through the provision of landscaping.

## HOUSING

In providing housing special attention will be paid to the rationalization of new development and the access of housing 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, the provision of necessary infrastructure and amenities so that these form an integral part of the local planning/growth areas and that adequate pedestrian walkway with linkages to transportation routes are available.
- Obj. H2 To make housing more accessible to the various social groups and be in such numbers to meet the requirements of the population through land use densities compatible with a pleasant environment.
- Obj. H3 To promote the maintenance, protection and where necessary, the rejuvenation of residential areas.
- Obj. H4 To ensure efficient use of land in terms of density and a suitable mix of size, type and tenure of housing.
- Obj. H5 To ensure that new housing development meets the local needs of specific groups including those unable to compete on the open market, the elderly and those with special needs.

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FIFTH SCHEDULE, *contd.*

- Obj. H6 To ensure the design and layout of new housing is in keeping with the character of the local area, and includes appropriate open space and landscaping to create an attractive living environment.

## CONSERVATION OF THE NATURAL AND BUILT ENVIRONMENT

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

*Conservation of the Natural Environment*

- Obj. C1 To ensure that biological and geological diversity are conserved and enhanced as an integral part of social, economic and environmental development.
- Obj. C2 To ensure that development is sensitive to the preservation of the most important coastal, landscape and vegetative features of the Order Area.
- Obj. C3 To ensure that the unique flora and fauna of the Order Area are maintained and that the fresh water and marine resources are protected from degradation.
- Obj. C4 To prevent any increased marine and coastal contamination and degradation which would adversely affect the tourism and fishing industries.
- Obj. C5 To preserve and develop recreation facilities, green spaces and sea side parks to adequately serve the population.
- Obj. C6 To support the replanting of forest for restoration of habitats, sustainable craft industries, protection of water supplies and reduction in sediment transport and debris flow.

*Conservation of the Built Environment*

- Obj. C7 To protect the built environment from insensitive or inappropriate change.

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FIFTH SCHEDULE, *contd.*

- Obj. C8 To preserve or enhance buildings, landscapes and areas of cultural, historic or archaeological interest including conservation areas, parks, areas of archaeological interest and listed buildings and their settings
- Obj. C9 To provide special protection to areas of public or private open space identified within settlements as having particular amenity value.
- Obj. C10 To promote the enhancement of the built environment through the use of high standards of design and a careful choice of materials for all development.
- Obj. C11 To encourage the appropriate reuse of existing buildings, especially those which make a contribution to the special character of their locality.

## MINERALS

Minerals are vital to the economy of the Development Order Area providing essential raw material for industries. Mining offers the opportunity to catalyze broad-based economic development, reduce poverty and assist in meeting some agreed development goals when managed effectively and properly. As such workable resources will be identified and safeguarded for future development and be protected from over exploitation.

- Obj. M1 To ensure that there is adequate supply of minerals required to sustain high and stable levels of economic growth while safeguarding mineral resources for future generations.
- Obj. M2 To regulate the industry for effective management of the environment, the promotion and adherence to best practices of health and safety standards.
- Obj. M3 To safeguard against all forms of pollution resulting from mining or quarrying activities, and to achieve satisfactory standards in the restoration of mined out lands.
- Obj. M4 To ensure minimal adverse effects on communities, the landscape, wildlife and habitats during mineral extraction.
- Obj. M5 To protect areas of importance such as environmentally sensitive areas from inappropriate mineral development.

## RURAL ECONOMY

The rural economy relies mainly on agricultural production and small commercial entities. Tourism plays a less dominant role in the strengthening of this sector and it is important that activities such as farming and cottage industries be maintained and enhanced to support the rural economy.

FIFTH SCHEDULE, *contd.*

- 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 ensure the retention and development of local services and community facilities in villages.
- Obj. RE4 To support sustainable rural tourism and leisure activities to benefit businesses in communities which will respect the character of the countryside.
- Obj. RE5 To provide the expansion of tourism and visitor facilities in appropriate locations where identified needs are not met by existing facilities in those areas.
- Obj. RE6 To support the conversion and re-use of appropriately located and suitably constructed existing buildings in rural areas (particularly those adjacent or closely related to towns or villages) for economic development.
- Obj. RE7 To prevent the fragmentation of good agricultural land into smaller non-viable lots except in extenuating circumstances.
- Obj. RE8 To encourage the development of less productive lands for complimentary uses essential to agriculture.

## URBAN ECONOMY

The Order Area has a wide-ranging economic base that consists of a diversity of economic activities to include tourism, services, agricultural, agro-industries and commercial activities. The tourism industry however is one of the major sources of employment. It is therefore necessary to support and widen the economic base through a multiplicity of economic activities throughout the Order Area.

- Obj. UE1 To encourage viable, vibrant and well-designed commercial nodes which are easily accessible, convenient and provide a variety of uses.
- Obj. UE2 To encourage a range of economic activities, facilities and services that are easily accessible within commercial nodes.
- Obj. UE3 To increase employment opportunities and economic activities in the urban areas through the identification and allocation of lands for manufacturing, commerce, service and other industries.

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FIFTH SCHEDULE, *contd.*

- Obj. UE4 To locate industrial sites in areas near to raw material sources and existing infrastructure.
- Obj. UE5 To locate factory sites so that economic benefits are dispersed and the employment base of principal urban centres are diversified and strengthened.
- Obj. UE6 To zone lands that will ensure the balanced development of town centres with all types of land uses.
- OBJ. UE7 To promote urban regeneration particularly in areas requiring physical improvement or the enhancement of employment opportunities.
- OBJ. UE8 To promote mixed-use development and improve integration between transport, economic development and other land uses.

## ENERGY GENERATION AND CONSERVATION

The provision of reliable and sustained energy throughout the Development Order Area is essential for the Parish's economy. Population increase has created a demand for energy. With the increasing upward trend in world oil prices, along with the need to provide more sustainable sources of energy, it has become even more evident that more focus needs to be placed on the promotion of energy conservation practices and alternative energy sources to satisfy the needs of the Order Area in a sustainable manner.

- 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 the impact on the environment through the layout and design of energy efficient buildings.
- Obj. E4 To provide for and promote the establishment of safe renewable energy sources in the Development Order Area.
- Obj. E5 To ensure that electricity is supplied in accordance with the settlement strategy for domestic, industrial and commercial needs where required.

## TOURISM

Tourism is an important contributor to the economy of the Development Order Area in terms of revenue generation and the provision of employment opportunities. Through the utilization of existing environmental, historical, cultural



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FIFTH SCHEDULE, *contd.*

and geographic assets, tourism can continue to be a key economic driver of stimulating further growth and development opportunities. Consequently this activity must continue to be promoted and developed in a sustainable manner in appropriate locations in the built and natural environment.

- Obj. TO1 To facilitate the development of a sustainable tourism industry while protecting the environment thereby fostering a desirable ecological balance.
- Obj. TO2 To make provisions for the development of a range of tourist attractions that complement the landscape as well as enhancing the historical and cultural heritage.
- Obj. TO3 To encourage tourism development through the improvement of tourist facilities, such as beaches, area of scenic beauty, and support services, thereby maximizing the economic and employment benefits of the population.
- Obj. TO4 To make provisions for the incorporation of small and large scale support services through development of non-traditional tourism products, thereby creating a broader economic base.
- Obj. TO5 To enhance the quality of and accessibility to the existing tourism infrastructure and ensure the adequacy of supporting planned tourism developments.

## WASTE TREATMENT AND DISPOSAL

Rapid development and changing consumption patterns have caused pressure on services such as waste management. It is therefore critical that waste is properly handled and managed within the Development Order Area to mitigate against pollution, pestilence or disease. It is especially important that liquid waste which is a major pollutant to coastal and underground water sources has to be handled in a sustainable way to ensure the protection of the environment.

- Obj. WTD1 To ensure that safe and sanitary conditions exist for the disposal of solid and liquid waste without any unacceptable risk or detrimental effects to natural resource or the environment.
- Obj. WTD2 To encourage reduction in the amount of waste produced and being disposed of through the collection system by initiating re-cycling in terms of raw material and energy source.
- Obj. WTD3 To encourage the development and upgrading of storm water drainage systems that are of a high standard with optimum carrying capacity.

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FIFTH SCHEDULE, *contd.*

- Obj. WTD4 To ensure that all waste along the coastal area is properly handled and disposed of.
- Obj. WTD5 To encourage a revised and improved system of solid waste collection for the parish.
- Obj. WTD6 Ensure that standards for effluent disposal are met before being disposed of in public water bodies.

## TELECOMMUNICATION/COMMUNICATIONS

The telecommunication sector has experienced rapid growth with the liberalization and promotion of this industry. This development is important in providing the necessary linkages which will enable the Order Area to strengthen global connections. Hence it is necessary to introduce a system of rationalization for the installation of cellular base stations, satellite dishes and antennae etcetera for both domestic and commercial users in appropriate locations.

- 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 there is no adverse impact on the aesthetics of the surrounding areas.
- Obj. TELE3 To encourage the siting of this equipment away from public view and the sharing of facilities where possible.
- Obj. TELE4 To safeguard the development rights of properties within the development order area.

## SECTORAL POLICIES

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

## TRANSPORTATION AND TRAFFIC

Efficient transportation is fundamental for the conveyance of people and commodities both within and outside of the Development Order Area. The

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FIFTH SCHEDULE, *contd.*

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

*Roads*

The majority of the road infrastructure within the Order Area is in need of improvements which include road widening, sidewalks, bridges and drains rehabilitation as well as the requisite street furniture.

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

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

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

POLICY SP T3 All road reservations should be in accordance with the requirements set out in Appendix 6 and no development will be permitted which would conflict with these reservations.

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

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

It is important that buildings and other permanent structures be constructed at suitable distances from main and other roads so as not to impede future

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FIFTH SCHEDULE, *contd.*

improvements. Along a road with fast moving vehicles it is safer for buildings to be located at sufficient distances from the roadways. This also lessens the noise as this can be a disruptive element. In areas where existing reservations do not conform to the requirements wherever possible, buildings will be required to setback from the existing road reservation and no building is allowed which would obstruct or cause greater expense to the Government.

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

POLICY SP T7 The Planning Authorities will not grant permission for any permanent structures such as walls, fences etcetera within the road reservation.

Service Roads are those used for direct access to individual lots within a residential area or to commercial premises. Although the volume of traffic in these areas may not be heavy, there are times when there is a need for upgrading especially to fit into a new traffic system. Care has to be taken to ensure that this can be accomplished through adequate setback of buildings.

POLICY SP T8 No permanent development will be permitted within 4.5 metres of a service road boundary except in unavoidable circumstances.

POLICY SP T9 Where it is necessary to provide a service road in the future, owners of property in the area will be required to reserve part of the frontage of their properties for this purpose and to setback their developments accordingly.

There is a high volume of pedestrian traffic within urban centres of the Order Area especially within the Lucea, Hopewell and Sandy Bay Local Planning Areas 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 utility services is development and is therefore an operation which needs planning permission.

POLICY SP T10 The Planning Authority will ensure that garbage receptacles, street furniture and utility poles in road reservation do not obstruct the free movement of pedestrians including the disabled before applications are granted planning permission. Where possible; power, telephone and cable lines should be installed underground.

FIFTH SCHEDULE, *contd.*

POLICY SPT11 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 when new developments are undertaken.

POLICY SPT12 The local planning authority will ensure consistency in the location of street furniture on roadways which can be hazardous to road users especially those with disabilities.

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

POLICY SPT13 The corners of lots at intersections are to be splayed or rounded to facilitate visibility in accordance with the guidelines in Appendix 14.

POLICY SPT14 Building lines or fence lines may be setback in a taper where the land adjoins a main road at an intersection, bend or corner.

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

POLICY SPT15 The local planning authority will encourage the use of 'T' intersections as much as possible in the design and layout of subdivisions.

The increase in the volume of vehicular traffic has resulted or will result in the expansion/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 free traffic flow. When considering such access the views of the relevant road authority will be taken into consideration.

POLICY SPT16 Planning permission will not normally be given for development which would require direct access/egress on to or have an adverse impact on a main road or highway.

POLICY SPT17 The laying out or material widening of a means of access will be permitted only where it does not constitute a hazard to

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FIFTH SCHEDULE, *contd.*

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 SPT18 Planning permission will not be granted for any development which would result in significant hazard to road users or which would reduce the free flow of the traffic on a primary distribution road.

In some instances motorists, especially drivers of heavy duty vehicles have the tendency to travel through residential areas to either avoid traffic congestion on 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 SPT19 Traffic management and engineering measures to improve local road safety and protect the environment especially in residential areas will be supported by the local planning authority.

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

POLICY SPT20 Where large developments are being undertaken the Planning Authorities will support development proposals where adequate provisions are made for public transportation in the form of lay-bys and turn-a-rounds within the development.

POLICY SPT21 The local planning authority will encourage the use of public transportation as a means of reducing traffic congestion and will support the public transport undertakings throughout the Order Area.

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FIFTH SCHEDULE, *contd.*

POLICY SPT22 Priority will be given to coordinating land use changes with public transport provision so as to minimize the need to travel by means of private automobiles.

POLICY SPT23 The local planning authorities will ensure that road improvements and traffic management schemes have regard to the provision for public transport.

Motorists are affected by oncoming lights of other motor vehicles especially if their lights are not dimmed. This situation could be alleviated on the dual carriageway if these are not constructed in parallel so as 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 SPT24 Where a dual carriageway exists or a service road is constructed alongside a main road or highway, the two tracks should be unparallel and the median landscaped where possible to form an anti-dazzle screen.

POLICY SPT25 Special attention will be given to the relationship of service and other parallel roads to highways and main roads to ensure the avoidance of dazzle to night drivers.

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

POLICY SPT26 The local planning authority in consultation with the relevant road authority will undertake an assessment of any area with unstable slopes before granting permission for any road works where required.

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

POLICY SPT27 Where natural features exist on improved main roads or extra land is available from road works these should be enhanced or landscaped for passive recreational purposes.

FIFTH SCHEDULE, *contd.**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 be as outlined in Appendix 7.

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| POLICY SPT28 | 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 7 and the design standards in Appendix 9. |
| POLICY SPT29 | 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 SPT30 | 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 SPT31 | 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 one of the use.                     |
| POLICY SPT32 | 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. It is essential that public parking areas are developed within each local planning area/growth centres or other areas as the need arise.

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| POLICY SPT33 | 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. |
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FIFTH SCHEDULE, *contd.*

- POLICY SPT34      The Planning Authorities will support the development of parking garages where the need arises provided that there is conformity with the recommended guidelines.

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

- POLICY SPT35      The Planning Authority will allow on street short term parking for shoppers and the operational use of business where road conditions make this possible.

- POLICY SPT36      Where the Planning Authority thinks it is necessary to protect the amenities of residential areas by means of on-street parking controls, parking stickers may be issued to residents in the area.

Special parking for people with disabilities will allow them to use their automobile to do business in commercial nodes. The provision of special parking should be based on the guidelines provided in the parking standards in Appendices 7 and 9 and the internationally adopted symbol in Figure 2 should be displayed to prevent others from occupying the space.

- POLICY SPT37      New developments will be required to provide adequate parking facilities for people with disabilities in such a position that it enables safe and convenient access to the development.

In multi-family development parking provision is guided by the number of units on the land as well as the requirement for visitor parking. In all instances parking requirements are to be met and provided on site.

- POLICY SPT38      The provision of parking spaces in residential developments is to be in accordance with the standards set out in Appendices 7, 9 and 10 of this Order.

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

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FIFTH SCHEDULE, *contd.*

- POLICY SPT39      The Planning Authority will give due consideration to the dual use of parking areas for development where the uses alternate in terms of time and scale; and such uses can be made legally binding.

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

- POLICY SPT40      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.

Due to oversight or the introduction of new uses 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 SPT41      Where the use class or category of a building is not specifically mentioned in the parking schedule the Planning Authorities shall determine the provision based upon the standards in the nearest category.

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

- POLICY SPT42      Where the Planning Authority supports parking on an alternate site the developer/owner will have to enter into an agreement with the Planning Authority making the site available for the purpose in perpetuity.

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

- POLICY SPT43      An area should be reserved on the compound of educational institutions (separate from the parking area) for the picking up and dropping off of children from motor vehicles.

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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 in car parking areas they should be landscaped.

POLICY SPT44 All car parks will have to be landscaped in accordance with criteria set out in Figure 5.

POLICY SPT45 All new developments having outdoor parking lots shall make use of green parking surface techniques incorporating permeable materials with adequate drainage facility.

Buses and trucks in particular have the tendency to set down passengers and goods in areas where it is neither safe nor convenient, causing inconvenience to other users of the road. It is therefore necessary that precautionary measures be taken to avoid this practice. In such situations vehicles may have to park at the side or rear of the premises.

POLICY SPT46 The places where buses and trucks pick or set down passengers and goods shall be located only where there is adequate space away from the line of traffic and where there is good visibility in both directions for an adequate distance to prevent danger to persons and vehicles.

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

POLICY SPT47 Developers will be required to provide vehicle loading and off-loading bays within the curtilage of the site to be developed as set out in Appendix 7.

POLICY SPT48 Loading and unloading of vehicles may be provided at the side or rear of the building in cases where Policy SP T46 cannot be complied with, so that no parked or temporary halted vehicles will be on the road reservation to impede or endanger the movement of traffic.

*Transportation Centre*

The Hanover Development Order Area is currently served by designated public transportation centres located only in the local planning areas of Lucea, Hopewell and Sandy Bay. The construction of transportation centres within the Order Area is recommended.

POLICY SPT49 All transport facilities will be required to provide suitable access and facilities for the disabled.

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FIFTH SCHEDULE, *contd.*

- POLICY SPT50 All transportation centres used by the public should be provided with the necessary public conveniences and amenities.
- POLICY SPT51 The Planning Authorities will ensure that all transportation centres have proper signage, parking bays that are properly structured and marked.
- POLICY SPT52 All transport centres or off street parking facilities, including parking lots shall be properly surfaced, and drainage provided so as not to cause any nuisance or damage to adjacent property or roadways.
- POLICY SPT53 All transport centres, parking lots and parking facilities shall be properly landscaped with materials which may be used as a visual medium and shall be maintained.

The safety of persons, especially women and children using transportation centres and car parks at nights cannot be overlooked. Because of this attention must be given to the proper lighting and security facilities within these developments.

- POLICY SPT54 The Planning Authorities will not approve applications for the development of transportation centres and car parks unless the proposals are accompanied by plans showing the layout and design of adequate lighting and security features.

*Air and Sea*

There are no airports within the Hanover Development Order Area. However with the continued development and the need to diversify the means of transportation, relevant steps should be taken to preserve areas within the parish to house these facilities.

- POLICY SPT55 The Planning Authorities in conjunction with the relevant agencies will seek to identify lands suitable for such development and preserve them for such use as the need arises.

## HOUSING

Housing requirement of the Order Area is provided for by public and private sectors. In order to meet the housing needs the local planning authority will support the development of a range of appropriate sites and housing types. It will also ensure that facilities associated with residential areas are provided in accordance with their needs. In this regard the layout and design of housing developments should conform to the guidelines in the Appendices of this Order.

FIFTH SCHEDULE, *contd.*

## POLICY SP H1

The housing needs of Order Area will be met by:

- (i) improvement of the housing stock in various areas;
- (ii) zoning of lands to meet the requirements of a range of housing types in different locations depending on demand.

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

## POLICY SP H2

Proposals to change the use of residential properties will not normally be permitted unless:

- (i) The area in which the property is located has changed to such an extent that the property is no longer viable as a residential use;
- (ii) The property is required for a community use.

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

## POLICY SP H3

Large new housing development should be confined to the local planning areas identified by the Local Authority and no permission will be given for large scale housing development outside of these areas.

## POLICY SP H4

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

## POLICY SP H5

In local planning areas housing development will be allowed in accordance with land use and density proposals, and other criteria developed for these areas in the local area plans.

In order to cater for the full range of housing needs there is necessity for a mix of housing types and sizes. This will ensure that the needs of all income groups are met.

## POLICY SP H6

Housing developments should incorporate a mix of housing types and sizes appropriate to the needs of the locality, which

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FIFTH SCHEDULE, *contd.*

should include those suitable for low income groups, particularly where the development is on a large scale.

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

POLICY SP H7      The change of use of buildings to residential use will normally be permitted by the Planning Authorities subject to the need, surrounding uses, and other planning guidelines.

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

POLICY SP H8      Proposals for the use of upper floors of shop buildings for residential purposes will be considered having regard to arrangements for access and car parking and the effect of the visual character of the building.

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

POLICY SP H9      In exceptional circumstances planning permission may be granted for proposals to satisfy a local requirement where housing development would not have otherwise been permitted.

Any uncontrolled development on a hillside is a potential hazard as it increases the area's susceptibility to slope failure, erosion and drainage problems. In an effort to protect the stability of these environmentally sensitive areas control has to be exercised over development proposals to prevent the destruction of trees and the construction of hard paving that contribute to excess runoff.

POLICY SP H10      No housing development will be allowed on land that is steep and unstable, vulnerable to erosion, slippage, subsidence, flooding or other natural hazards unless satisfactory engineering works are submitted and approved by the local planning authority.

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FIFTH SCHEDULE, *contd.*

One of the basic objectives of the development order is to ensure that housing developments are located in areas where the basic infrastructure and amenities exists. Developers will therefore have to ensure that these are in place or can be provided simultaneously with the development before applying for permission.

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

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

POLICY SP H12 In single family housing developments land is to be set aside for the development of play fields and other recreational activities in accordance with the requirements set out in Appendix 10.

POLICY SP H13 In multifamily developments space shall be set aside for children's play area and other recreational and landscaping purposes inclusive of that reserved for driveways, parking areas and access ways.

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

POLICY SP H14 In local planning areas town house development will be allowed as infill on vacant lots in single family housing development provided that all the relevant planning standards and guidelines are satisfied.

POLICY SP H15 The proposals on infill sites should have no adverse effect upon the character, appearance and amenity of the surrounding properties and a satisfactory environment in terms of layout and design.

Single dwellings occupied by two or more people living separately are regarded as houses in multiple occupation. They provide accommodation for single people on low incomes or people who require temporary locations. The creation of such accommodation is a material change of use for which planning

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FIFTH SCHEDULE, *contd.*

permission is required as this could have severe impact on the surroundings. Hence there should be balance with the character and amenity of the surrounding area.

POLICY SP H16 Where properties are being converted to houses in multiple occupation the following guidelines will be considered:

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

Housing for the elderly, where care is provided on the premises or where people because of their age need assistance, can best be provided in residential areas. Alterations to such buildings should be kept to a minimum and should not detract from the residential character of the area.

POLICY SP H17 Proposals for residential homes for the elderly will be supported having regard to the effect on the character of the neighbourhood and any physical alterations on the appearance of the premises.

Although it will not be normal to support elderly housing outside residential areas exceptions may be made for this activity if located on a substantial property. To protect the amenity of the area any subsequent change of use will be the subject of planning permission and this condition will be attached to the permission.

POLICY SP H18 Residential homes for the elderly will be permitted on extensive grounds and in or near the edge of town where access to facilities can be provided.

House lots and build on own land has the highest potential for Hanover with the greatest demand being construction of one's own unit.

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

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



FIFTH SCHEDULE, *contd.*

- POLICY SP H20 Planning permission for agricultural and special project dwellings will only be permitted where it is essential that workers be accommodated on the holding, on a temporary basis and will not be transferable.

## CONSERVATION OF THE NATURAL AND BUILT ENVIRONMENT

The main objective of a conservation policy is to promote the protection, preservation and development of land, water and other viable resources for sustainable uses and the benefit of the nation as a whole. While the resources and ecosystems provide important natural values and functions for the citizens of the Order Area and beyond, these are also under serious threats from over-exploitation and pollution. As such, this order will seek to ensure that the policy mechanisms are in place to combat these issues, while placing emphasis on sustainability and proper management.

*The Natural Environment*

Hanover's terrestrial environment is dominated by a variety of forests which are habitats for a variety of endangered and endemic plants and animal species which needs to be protected. There are several forest reserves located throughout the Order Area, all of which are on crown lands and managed by the Forestry Department. These areas include sections of the Dolphin Head, Reglan, Bath Mountain, Muirhead and Content Forest. There are also a number of forested areas that are being proposed for conservation

- POLICY SP C1 The local planning authority will seek to protect, preserve and enhance the natural environment and will impose conditions requiring the protection of existing habitats and plant communities as necessary.
- POLICY SP C2 Planning permission will not be given for any form of development which will involve the cutting down or removal of any trees within or on the perimeter of a woodland or Forest Reserve.
- POLICY SP C3 Trees of amenity or scientific value may be placed under Tree Preservation Order to ensure protection where necessary.
- POLICY SP C4 The Planning Authorities will grant permission for new developments only if there is a provision for landscaping where necessary. Details at the planning application stage should accurately identify planting area, including details of plant species, size, densities in each location and existing or proposed sites.

FIFTH SCHEDULE, *contd.*

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| POLICY SP C5 | The Planning Authorities will normally refuse planning permission for any development that will have an adverse effect on conservation areas and or sites of natural value. |
| POLICY SP C6 | Planning permission will not be given for any form of development which will result in the degradation of habitat for endemic or endangered species of flora and fauna      |
| POLICY SP C7 | Development will be severely restricted within any Forest Reserve, Conservation Area or Protected Area and such development may require an Environmental Impact Assessment. |

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

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| POLICY SP C8  | The Planning Authorities will not consider applications for development which do not indicate all natural land features to be retained during construction with details for their protection during the period.  |
| POLICY SP C9  | No development will be permitted on lands adjacent to the lines of high water mark which would preclude public access to and along the foreshore.  |
| POLICY SP C10 | The local planning authority will not encourage any development along the coastline or within any mangrove forest which will negatively affect the integrity of the area.  |
| POLICY SP C11 | The Planning Authorities will ensure that environmentally sensitive or vulnerable areas are reserved as natural areas and greenbelt preserves for wild life and recreation whenever possible and be used as open space buffers between incompatible land uses. |

The Jamaica Caves Organization (JCO) has 20 caves/sinkholes recorded in the parish of Hanover. Of that number approximately 5 have been confirmed as bat cave roosts by both NEPA and the JCO. The JCO have noted that guano mining and tourism (using kerosene torches) have had an effect on the bat populations. This has been associated with a reduction of bat numbers in caves known historically to have large populations.

FIFTH SCHEDULE, *contd.*

- POLICY SP C12 The Planning Authority will not permit any development which will result in the endangerment species of bat or alter airflow/natural water flow of caves.
- POLICY SP C13 The local planning authority will ensure that the phosphate deposits are extracted on a sustainable basis through the imposition of planning conditions.
- POLICY SP C14 The Planning Authorities normally permit eco-tourism development which will not result in the alteration or degradation of caves and supporting ecosystems.
- POLICY SP C15 The Planning Authority will not normally encourage development within any aquifer recharge and watershed area that threatens to undermine or is in conflict with the natural functions of these areas.

*Open Space and Recreational Amenities*

In some areas the local planning authority has lands which were either vested in them as open space on behalf of residents in existing subdivision or acquired as public playing fields. Over the years, some of these have been left in ruinae and have been disposed of for other purposes. These lands should be protected for the specific purposes for which they were acquired.

- POLICY SP C16 The local planning authority will not support development on Municipal Corporation owned lands which have been designated as open space. Where such lands are to be used for other public purposes, the Planning Authority will only support such development if an equivalent area of land is acquired for open space in the immediate area or in an alternate area where the use is deficient.
- POLICY SP C17 The local planning authority will seek to protect and enhance areas under its jurisdiction particularly with respect to design, use and development.

The same principle which applies to the ownership of lands by the Municipal Corporation also applies to lands owned by Central Government. There are instances in which lands have been acquired for parks and have been used for other purposes and these lands need to be safeguarded.

- POLICY SP C18 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.

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FIFTH SCHEDULE, *contd.*

In view of the fact that government has access to publicly owned lands it is at times necessary for it to undertake certain activities in sensitive areas which they would not otherwise have been allowed or allowed only if certain criteria are met. Where lands have been zoned in sensitive areas such as conservation areas, activities should be designed to mitigate against damages to the environment.

POLICY SPC19      The undertaking of public works in conservation and other sensitive areas will be allowed only where essential and should be designed such that it detracts as little as possible from the appearance and recreational use of the area.

Pollution may cause significant damages 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 odours. 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 SPC20      The Planning Authorities will not grant planning permission for any development proposal which could lead to unacceptable levels of pollution and in dealing with such applications will take into consideration site location and mitigative measures.

Landscaping can add quality to the environment as it can screen unsightly buildings or land uses and assist natural conservation especially if native species are used. Also the appearance of development is also enhanced as it provides character.

POLICY SP C21      Any new development will be encouraged to design landscape and parking schemes which allow for the percolation of water, the reduction of paved areas, nature conservation including the planting of trees.

POLICY SP C22      Hard and soft landscaping is to be provided to the satisfaction of the Planning Authority as an integral part of any development proposals, so as to enhance the environment thereby integrating that development into its surroundings.

POLICY SP C23      Developments will not be permitted which conflict with the need to safeguard and enhance the landscape and townscape features which contribute to the identity of areas of special character.

FIFTH SCHEDULE, *contd.**The Built Environment*

There are several sites and buildings within the Order Area having particular beauty or historic, archaeological or architectural significance which should be preserved for the benefit of both residents and visitors because of the important linkages with our cultural heritage.

A list of those which are protected by the provisions of the Jamaica National Heritage Trust Act is indicated in Appendices 3 and 4. The Planning Authorities will seek to preserve, protect and conserve these sites and archaeological remains.

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.

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| POLICY SPC24 | Permission will not be given for any development within the vicinity of any monuments listed by the Jamaica National Heritage Trust without approval from the Jamaica National Heritage Trust.  |
| POLICY SPC25 | The Planning Authority will normally refuse planning permission for development which would damage or destroy the setting of ancient monuments, historic landscape and important archaeological sites.  |
| POLICY SPC26 | Before granting permission for the demolition of any building or the development of any site with buildings of historic or architectural significance the Planning Authority may require the developer to provide information regarding the importance of the site and the impact of the development. In certain cases such an assessment may involve an evaluation excavation. |

It is 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 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.

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| POLICY SPC27 | The Planning Authorities will support and encourage the identification, recording, protection and enhancement of archaeological sites, ancient monuments and historic landscape features and will not grant permission for development which would lead to damage or destruction |
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FIFTH SCHEDULE, *contd.*

unless discussed with the National Heritage Commission and special justification can be demonstrated.

There may be a situation in which a proposed development will unavoidably affect archaeological remains. 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 for a comprehensive programme of investigation. In this regard the Planning Authority will seek the views of the Jamaica National Heritage Trust with respect to the impact of development proposals on such a site.

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| POLICY SP C28 | 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 ensure that the development proposals incur the least possible damage and if this is not possible the planning application will not be approved. |
| POLICY SP C29 | 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 C30 | The Planning Authorities will identify and seek the assistance of the Jamaica National Heritage Trust to restore the said structures, buildings, monuments and neighbourhoods of historic or architectural significance as a means of enhancing the economic and cultural values.  |
| POLICY SP C31 | The local planning authorities will seek 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.   |
| POLICY SP C32 | The Planning Authorities in consultation with the Jamaica National Heritage Trust will include a list of all conditions that shall be met by the applicant for development of appropriate adaptive use and reuse of historic resources.  |
| POLICY SP C33 | 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 C34 | Alterations and extensions to historical buildings should respect the period, architectural characteristics and detailing of the original building including external features such as porches, and should use matching material.  |

FIFTH SCHEDULE, *contd.*

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| POLICY SP C35 | 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 fit into the existing situation.                                |
| POLICY SP C36 | The local planning authority in consultation with the Jamaica National Heritage Trust will ensure wherever possible the conservation of the historical buildings and archaeological features in towns, village and countryside. |
| POLICY SP C37 | The local planning authority will seek to protect all listed buildings in their settings and any features of the special architectural or historical interest.  |

If buildings in an area have a distinctive character and contribute to the street's architecture the design should be preserved and not 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 such applications it will be necessary to control the design, arrangement of buildings, access and circulation, to ensure efficient functioning and adequate protection to adjacent and nearby residential areas.

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| POLICY SP C38 | 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. |
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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.

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| POLICY SP C39 | Proposals for high buildings within or adjacent to an area sensitive to their impact will only be approved if an appropriate degree of sensitivity in respect of siting and scale is exhibit.              |
| POLICY SP C40 | No permission will be given for the erection of high buildings within an area regarded as inappropriate for such buildings or in, or, adjacent to sight lines between strategic view points and landmarks. |

There is a tendency for individuals to erect structures in coastal areas to be used as bars, restaurants, and for other forms of entertainment activities. Irrespective of the nature of these developments, planning permission must be sought from the local

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FIFTH SCHEDULE, *contd.*

planning authority. This is necessary for harmony and consistency in coastal development.

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| POLICY SP C41 | All plans for development along the coastal area will require the approval of the Planning Authority to ensure harmony of development in the area.                        |
| POLICY SP C42 | The local planning authority in dealing with developments will institute strategies to mitigate against the effects of storm surges and erosion within the coastal areas. |

## MINERALS

Minerals are valuable resources that assist in the economic development. The most common minerals present in the Order Area include limestone and sand. The extraction of these should be undertaken in a sustainable manner to minimise destruction of the environment, habitats and degradation of land. There is however a great demand for limestone which is used in the construction industry.

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| POLICY SPM1  | All operations concerned with and ancillary to the extraction of minerals within the Order Area require planning permission from the relevant authorities.        |
| POLICY SP M2 | Where adverse effects on the environment are anticipated, such developments will not normally be granted a mining permit, license or be recommended for approval. |

The Mines and Geology Division has delineated a quarry zone in Lucea which has been determined by the availability and quality of suitable materials for quarrying. However, there are limestone quarry sites outside of the designated zone that assist in supplying the demand of aggregate.

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| POLICY SP M3 | Mining and quarrying applications should be submitted to the relevant authorities before any operation commences.   |
| POLICY SP M4 | 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.  |
| POLICY SP M5 | Quarry zones will be determined by the availability and quality of suitable material and shall as far as possible, be related to the consumption area (present and projected development areas) and shall be strictly controlled with regard to aesthetic and environmental consideration such as noise, dust, smoke, traffic, and visual effect. |



FIFTH SCHEDULE, *contd.*

- POLICY SP M6      Physical development of a permanent or capital intensive nature will not be given permission on prime mineral bearing lands throughout the Order Area.

Where quarry proposals fall outside the zones such application will be assessed for its impact on the surrounding areas in terms of aesthetics and environmental considerations such as noise, dust, traffic and visual effects.

- POLICY SP M7      In assessing quarry applications the local planning authority will take into consideration the impact of the quarrying activity on surrounding areas and each quarry location will be assessed on its own merit.

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

- POLICY SP M9      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 the impact on the surrounding areas.

On completion of these operations it is expected that the quarried lands be restored to an acceptable standard as outlined by the relevant authorities in the shortest possible time to accommodate further development of the area. Therefore, the quarrying of land shall not be construed as rendering the land unsuitable for development.

- POLICY SP M10      All mined out and quarried lands are to be restored to its original vegetative state, or to a level which is satisfactory to the local planning authority and related authorities.

- POLICY SP M11      Lands which are slated for development may be mined or quarried on a priority basis and be prepared for development to the satisfaction of the planning authority.

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

- Policy SP M12      Permission for the extraction of sand will only be supported by the Planning Authorities in exceptional circumstances.

- Policy SP M13      The extraction of onshore coastal sand will not be permitted except under exceptional circumstances and sand extraction in such situations will be strictly controlled.

FIFTH SCHEDULE, *contd.*

## RURAL ECONOMY

Agriculture is the main economic activity that supports the Order Area's rural economy. The cultivation of crops for subsistence and commercial use is common throughout the order area. Communities such as Ramble and Cascade focus on agriculture and agro-industries. It is important that lands of high agricultural capabilities be protected and rationalized to safeguard and support the economy of the rural areas.

POLICY SP RE1      The Planning Authority will give long term protection to the areas which have been identified for agricultural purposes in rural areas on the land use proposal maps and will give priority to the needs of agriculture over other planning considerations in dealing with any development applications in these areas.

POLICY SP RE2      There will be a presumption against development which diminishes the amount of productive or potentially productive agricultural land outside of the urban fence.

Animal husbandry does not require lands with good quality soils and will therefore be encouraged on lands with low agricultural/crop capabilities. Encouragement should be made for the implementation and use of greenhouse technologies in suitable areas throughout the Order Area. Agro-processing industries are also an area of economic activity. However plants will have to be located in areas suitable for the processing of these agricultural products.

POLICY SP RE3      Intensive agricultural activities such as poultry and pig rearing which do not depend on soil quality and which can contribute to the rural economy will be encouraged on poor agricultural land.

POLICY SP RE4      The local planning authority will support:

- (i) the use of poor agricultural land for the development and use of greenhouse technology; and
- (ii) the establishment of agro industries to strengthen the rural economy, as long as:
  - (a) they are not located on good agricultural land,
  - (b) will not compromise the character of the area,

FIFTH SCHEDULE, *contd.*

- (c) impact adversely on the environment  
or
- (d) have a deleterious effect on  
surrounding uses.

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

**POLICY SPRE5** Recreation, light industrial use, educational and tourist related business will be supported within redundant farm and institutional buildings, provided that such change would not in any way affect the character of the building or be detrimental to the character of the countryside.

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

**POLICY SPRE6** Developments will normally be permitted where it is shown that it is necessary for the wholesale distribution of produce to and from local farms.

Whilst agricultural lands will be given the utmost protection outside of local planning areas there are lands of agricultural significance within the local planning areas which are located in proximity to or surrounded by housing developments. These lands will continue in agricultural use until required for housing and other related uses after which time will be released in an orderly and timely manner.

**POLICY SPRE7** Planning permission for development of lands of agricultural significance within the local planning area will be granted on a phased basis provided the land is urgently needed for development and the proposals do not prejudice the existing residential and visual amenity of the area and the availability of the necessary infrastructural.

Residents in rural areas also tend to shop for small items at irregular intervals and local shops are necessary in fulfilling this activity. However, individuals at times travel to urban centres to access goods and services. Such facilities will be supported where there is a justifiable need and will not act as a catalyst to linear commercial development.

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FIFTH SCHEDULE, *contd.*

POLICY SP RE8      Proposals for shops in rural areas will be given consideration in appropriate locations where it can be proven that a need exists for the facility in the neighbourhood.

POLICY SP RE9      Proposals for improvements to local shopping facilities in villages or residential areas will normally be permitted.

Self-employment is also widespread among the rural population. Rural residents can now obtain loans to expand their businesses and many used this opportunity especially in the operation of small scale cottage industries. The Planning Authorities will support such activities where possible.

POLICY SP RE10      The operation of small scale home industries will be supported provided that it will not create a nuisance, nor affect the character and appearance of the neighbourhood in anyway.

Sections of the rural area provide scenic settings and ecological environments from which the area obtains economic benefits. Therefore, these areas have to be protected from encroachment by non-rural or incompatible developments. Such proposals should be absolutely necessary as land converted from its primary or natural state through development cannot easily be restored.

POLICY SP RE11      The Planning Authority will seek to protect lands outside the defined built up area from irreversible and unnecessary developments and will ensure that authorization for developments in these areas be kept to a minimum.

## URBAN ECONOMY

The success of the growth and continued support of Hanover's urban economy is dependent mainly on the commercial, office, tourism and agricultural sectors. The commercial and office activities are confined mainly to town centres across the Order Area but are more dominant in the local planning areas of Lucea, Hopewell and Sandy Bay which continue to employ a large percentage of the labour force. This is due to the urban nature of the above mentioned local planning areas. Therefore strategically extending the commercial and office services to other localities within the Order Area will cause economic and urban expansion in an organized and sustainable manner. Adequate land should therefore be zoned for the creation of new and the extension of commercial areas along with manufacturing so that the parish's economy can be further developed.

POLICY SP UE1      The Planning Authorities will provide the zoning of lands for the Order Area through the promotion, reservation of suitable sites for commercial, industrial and office uses in local planning areas.

FIFTH SCHEDULE, *contd.*

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| POLICY SPUE2 | The Planning Authorities will ensure that all large scale non-residential developments in the Order Area have no adverse impacts on the site to be developed or on neighbouring sites or developments in the area for which the proposal is located. |
| POLICY SPUE3 | Permission for the change of use of land and buildings currently being used for employment will normally be refused. Only in extenuating circumstances will permission be granted to use such land or building for other activities.                 |
| POLICY SPUE4 | Proposals that will improve or otherwise modernize the commercial base of existing towns will normally be approved if compliance is had with requisite conditions stipulated by the local planning authority.  |

The local planning areas are accessible via public transportation and telecommunication systems making it easier for customers to utilize the services available. It is the intention that where necessary provision is made for a strong economic base therefore developing services that support employment opportunities.

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| POLICY SPUE5 | The local planning authority will seek to ensure that a variety of services and facilities are provided in areas that are easily accessible by the public and that improvements will be promoted according to local needs. |
| POLICY SPUE6 | Proposals that will improve or otherwise modernize the economic base of existing towns will normally be approved if they comply with the requisite conditions stipulated by the local planning authority.                  |

Lands will be zoned particularly in the local planning areas to encourage investments in the Order Area. Major investments and activities outside of growth centres will have to be promoted but controlled in accordance with planning guidelines.

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| POLICY SPUE7 | The Planning Authorities will consider favourable proposals for new developments in urban centres, which will increase the range and quality of facilities and services.                              |
| POLICY SPUE8 | Adequate lands will be zoned to accommodate the establishment of new developments and also to fulfil the requirements of existing ones except where these would have an adverse environmental impact. |

Where non-residential development occurs certain amenities should be provided for the convenience of the public to include children, the elderly and the disabled.

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FIFTH SCHEDULE, *contd.*

The Planning Authorities will assess the proposal and ensure that the provision is adequate and adheres to the stipulations set out in the Appendices of this document.

POLICY SP UE9 In considering non-residential development, certain public facilities such as sanitary conveniences, children's play area and facilities for recycling will have to be provided.

POLICY SP UE10 The local planning authority will encourage that all new developments for public use and including change of use, alteration or extension to buildings provide suitable access and facilities for disabled persons.

Organizations that offer services widely used by the public will be encouraged to provide outlets in commercial/business complexes and other related developments, where it is suitable for shoppers to carry out business transactions at the same time, making it convenient to the public.

POLICY SP UE11 New shopping and other commercial business activities will be encouraged to provide accommodation for public service facilities such as the paying of utility bills etcetera.

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 nuisances. However, if located in a primarily residential environment appropriate hours of operations will be placed on this activity to protect the residential amenity. The proper management of land uses is therefore necessary to ensure compatibility in the area which they are located.

Policy SP UE12 Planning permission will only be granted for suitably situated fast food establishments and restaurants where there is no potential detriment to the environment.

Nightlife is an important part of the urban fabric by contributing to economic development. Nightly activities also assist in keeping the urban areas alive and create a certain level of security within the area. However some forms of entertainment can be a nuisance to neighbours hence they have to be properly screened and located.

POLICY SP UE13 Planning permission for entertainment facilities will not normally be granted where traffic problems are exacerbated, where the amenity of residents would be considerably injured or where a proposal is incompatible with the existing functions of the area.

POLICY SP UE14 Permission will not normally be granted for a change of use from a socio-cultural use such as cinemas, museums etc. to

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FIFTH SCHEDULE, *contd.*

other non-related uses except in circumstances where a replacement will be made in a suitable location and within a stated time period.

The use of vacant space atop commercial facilities can add to the life and vitality of an area outside of regular business hours. The type of use however will depend on the location and facilities available, for example parking and fire exits. Developers however will be encouraged to have separate access to the upper floor/roof from that which is used during business hours.

**POLICY SPUE15** The local planning authority will encourage proposals to bring disused or underused floor space especially those over shops back into beneficial use such as for residential or office purposes, or entertainment facilities in areas where they will not exacerbate traffic problems or injure the amenities of an area.

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

**POLICY SPUE16** 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.

Sometimes new and small or micro businesses may have to be located in or close to residential areas and other sensitive localities subsequently having a negative impact on the amenity of the surrounding properties. It is important that all new developments for this purpose be integrated into the surroundings and that the amenity of neighbouring occupiers particularly residential is not unduly affected.

**POLICY SPUE17** In considering applications for business developments outside of the area shown on the land use map for that purpose the following will be taken into consideration:

- (a) character of the area;
- (b) availability and supply of such facilities within the area;
- (c) development being acceptable on environmental, design, traffic amenity and other grounds;
- (d) plot ratio standard for the type of development;
- (e) car parking requirements for the development;

FIFTH SCHEDULE, *contd.*

- (f) provision of adequate servicing facilities;
- (g) impact on amenity, in terms of noise, vibration, smell, fumes, smoke, soot, ash, dust, grit etc.;
- (h) provision of soft landscaping and trees;
- (i) or other related policies in this Order.

Tourism activities also add to the economic intake of the Order Area. It is based mainly on traditional tourism activities that are located along the coast of the eastern section of the Order Area. Non-traditional tourism activities can be implemented to assist in the variety of economic activities and provide employment for residents. Urban areas where this activity is present are namely Lucea and Hopewell which attract a lot of economic activity. Lucea is a historic town with the architecture of its older buildings providing some historical background. There are however other locations within the Order Area with similar attractions and plans for the implementation or restoration and redevelopment of some derelict buildings could be employed. Such sites could also provide more places for the location of businesses, attractions, meeting/conference halls or some other productive use.

POLICY SPUE19 The Planning Authorities will support the redevelopment of Lucea and the restoration of vacant or derelict buildings to provide sites for potential economic activities such as shopping areas and office spaces.

POLICY SPUE20 The Planning Authorities will consider favourably proposals for new compatible developments in areas of architectural and historic benefits which will bring life to urban centres.

POLICY SPUE21 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.

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

POLICY SPUE22 In keeping with the industrial policy the Planning Authority will support the development of specialized industrial areas for small business in appropriate locations.

Industrial activities are usually situated based on the availability of raw material, labour and transportation. These range from light to heavy, therefore, where hazardous processes are being undertaken it may cause potential danger for employees and persons living in the surrounding area. Proposals involving heavy



FIFTH SCHEDULE, *contd.*

industries will be given close scrutiny and will only be allowed after adequate consultations with the relevant agencies.

POLICY SPUE23 Hazardous industrial processes or storage facilities will only be permitted in locations where there will be no adverse impacts on the site to be developed or on neighbouring sites or developments in the area.

POLICY SPUE24 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.

The processing and storing of minerals and building materials add to the local economy. These industrial uses can adversely affect adjoining neighbours and are classified as “un-neighbourly” uses. Permission for these will be subject to stringent and enforceable conditions to protect surrounding residents or businesses. Where these exist in an incompatible location the local planning authority will support its relocation at the earliest opportunity and will not grant permission for further intensification.

POLICY SPUE25 New “bad neighbour” use developments or the intensification of existing “bad neighbour” use areas will not be permitted.

POLICY SPUE26 Permission will not be granted for “un-neighbourly” industrial activities, or other uses likely to be detrimental to the amenity of a locality or pollute the natural environment and the local planning authority will seek the relocation of such uses.

POLICY SPUE27 In dealing with proposals for light industries, regard will be given to the impact on the amenities of the surrounding area, particularly where residential accommodation is involved.

Informal and unapproved industrial activities occurring in areas not zoned for such use have become very prevalent. These industries are at times located in residential areas and are located along major roadways or are in close proximity to central areas. These activities include machine and auto repair shops and garages and do not operate in an environmentally sustainable manner and consequently cause encroachment and noise pollution.

POLICY SPUE28 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.

FIFTH SCHEDULE, *contd.*

## ENERGY GENERATION AND CONSERVATION

Energy is provided through a series of sub-station located throughout the Order Area. These substations are operated and managed by the Jamaica Public Service. There are 23, 759 households within the Development Order Area of which 91 percent (91%) have access to electricity the remaining percentage use Kerosene and other methods as a source of lighting. (*Population Census 2011, STATIN*). The demand for electrical energy has increased due to population growth and urbanisation resulting in greater emphasis being placed on the provision of reliable and sustainable energy.

The cost to supplying energy is very expensive due to the rising cost of oil. The implementation of conservation measures therefore have to be undertaken to reduce the demand as well as introducing alternative energy source through solar and hydro plants.

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

POLICY SPE1      The Planning Authority will ensure that the design of hotels, residential, commercial and office buildings is such that they can make full use of natural lighting, ventilation and other energy conservation techniques.

POLICY SPE2      Where it is necessary to have heated water, the Planning Authority will require that buildings be designed so that they can make use of solar heaters.

POLICY SPE3      The Planning Authority will support the heights of buildings which are such that it makes it unnecessary to install elevators or other electrical lifting devices for goods and people.

POLICY SPE4      The Planning Authority will support the layout of developments and building design that employ green development and energy efficiency standards.

The siting of substations and pole lines can be aesthetically unsightly and at time dangerous to pedestrian traffic. Planning permission should be obtained for these activities before work commences as this constitute development.

POLICY SPE5      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.

FIFTH SCHEDULE, *contd.*

- POLICY SPE6      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 device.
- POLICY SPE7      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 SPE8      Ancillary utility services should be so located that they will in no way obstruct sidewalk facilities.

Undergrounding of electric wires is alternate way to distribute energy. Although this mechanism is costly it can reduce operational cost over the life time of the cables. However, in shopping plazas and some resort development, this method is more appropriate than to have the wires dangling dangerously overhead.

- POLICY SPE9      Where it is feasible it is desirable that electric wires and cables be placed underground and appropriate markers be installed to identify the routes.

High tension wires have been a feature of the rural landscape for a very long time. Some of which detract from the environment, while others are less prominent. The local planning authority will ensure that route selected for their installation be submitted for approval along with the methodology used.

- POLICY SPE10      In seeking permission for the erection of transmission lines the Electricity and Power Company will be required to indicate to the Planning Authority how the proposed route was selected in an effort to ensure minimum visual impact on the environment.

Over the years it has become increasingly important to find alternate sources of energy as the earth's non-renewable resources are being depleted at an extremely rapid rate. The Planning Authority recognizes the importance in the generation of renewable energy. The introduction of Wind and Solar Energy are sustainable mechanisms in which power can be generated and conserved. The local planning authority will support the establishment of such developments at suitable sites. Environmental Impact Assessments will generally be required for such developments.

- POLICY SPE11      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.

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FIFTH SCHEDULE, *contd.*

- POLICY SP E12 Renewable energy developments connected to the national grid will be safeguarded from development which would conflict with its operations.

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

- POLICY SP E13 Where planning permission is required for proposals to use solar energy, applications will be considered on the basis of the visual effects of the structures proposed and the need to protect heritage buildings.

Hydroelectricity produces no direct waste, and has a considerably lower output level of the greenhouse gas carbon dioxide (CO<sub>2</sub>) than fossil fuel powered energy plants. There are plans to established a Hydroelectricity Plant in the Great River which will supplement energy use in the parishes of Hanover and St. James.

- POLICY SP E 14 The Planning Authorities along with the relevant agencies will support the introduction of hydroelectric power generation within the order area provided that such activities are not detrimental to the environment.

## TOURISM

With the imminent expansion of some of the urban centres and its heritage features including landmarks, the order area presents a potential for enormous development within the tourism sector. Hence, it could be highly attractive to tourists demanding the more non-traditional products such as those showcasing culture, heritage, sports and adventure. Each type of tourism must be viewed as having the potential to boost and reinforce other types. As the industry develops there may be a demand for more accommodation and attractions and consequently for the application of pertinent policies to fill this need.

- POLICY SP TO1 Proposals for hotels, guest houses and other service accommodation will normally be permitted on appropriate sites providing there is no overriding conflict with the policies in this Order especially those under "Tourism".

- 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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FIFTH SCHEDULE, *contd.*

New development to facilitate tourism will normally be supported in the rural areas where the occasion arises when the efficient operation of well-established activities justifies modest extensions. Additionally, the topography of Hanover offer opportunities for eco and adventure tourism including hiking, biking, horseback riding, zip lining, and, even visits to operating farms and industries. There are already a few cottages and guest houses that cater to these types of tourists and if the demand for rooms increases it is likely that more will be developed. Extension to existing buildings and changes of use to existing developed sites and buildings such as redundant farm buildings to accommodate guest houses, bed and breakfast, and self-catering accommodation will normally be acceptable. However, access should be suitable with the proposals having no adverse effect on the character of the building and its locality.

POLICY SP TO3      Permission will not normally be granted for hotels and other tourism service accommodation outside existing built-up areas, except for conversions of existing building or appropriate extensions to existing service accommodations.

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 Hanover 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 Order Area; compatibility must however be maintained with surrounding uses.

POLICY SP TO6      New proposals for the development of hotels shall be considered on their own merit.

POLICY SP TO7      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.

Compatible mixed uses such as situations in which residential and commercial activities adjoin each other or where cottage industries are developed within communities will be encouraged.

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FIFTH SCHEDULE, *contd.*

- POLICY SP TO8     The local planning authority will encourage mixed use development where it is appropriate, and will at all times ensure that residential amenities and areas of environmental importance are protected.

In encouraging the development of the tourism industry, it is imperative that the environment be safeguarded in the interest of local and national stakeholders and residents alike. These facilities are being encouraged in the urban areas and elsewhere. Small facilities such as bed and breakfast will be acceptable as mentioned earlier, and will have the added benefit of bringing small entrepreneurs into the picture and allowing them to feel a part of the tourist effort.

- POLICY SP TO9     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.

- POLICY SP TO10    Indoor and open-air restaurants, cafes, tourist information facilities and 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 harmonize with the environment in which they would be located. They should not be 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 TO11    The height of hotels, guest houses and other tourist accommodation should not exceed the planning guidelines established for the area in which they will be located and should be guided by the criteria set out in Appendix 16.

- POLICY SP TO12    Resort uses 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.

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FIFTH SCHEDULE, *contd.*

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 which will not detract from or have any harmful effects on the surroundings.

POLICY SP TO13 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 being satisfactory to the relevant authorities.

## WASTE TREATMENT AND DISPOSAL

*Sewage Disposal*

The disposal and treatment of sewage has been a major issue for last decade as a result of growth in the population and tourism industry within the Order Area. A central sewage system is lacking and as a result there are areas where the environment is severely impacted such as the shores of the Lucea Local Planning Area. Methods of sewage disposal are primarily pit latrines, septic tanks and absorption pits. Although there is no central sewage system, there are a few satellite treatment plants located throughout the Order Area in housing development operated by the National Water Commission.

Consultations with the health and environmental authorities suggest that movement from primary sewage disposal techniques to secondary or tertiary treatment methods will be a more environmentally friendly way to deal with waste treatment.

POLICY SP WT1 Permission will not be granted for any new development or extensions to existing development within a sewered area unless connected to the central sewerage system.

POLICY SP WT2 Planning Authorities will seek to encourage the development of or improvements to pumping stations and sewage transportation and treatment facilities within the Order Area.

Sites that are developed without the adequate sewage facilities result in the pollution of the environment. To safeguard against this, it will be necessary that central collection systems be installed either individually or collectively within the order area for developments outside centrally sewered areas.

POLICY SP WT3 Where densities are higher than one hundred and twenty-five habitable rooms 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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FIFTH SCHEDULE, *contd.*

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

POLICY SP WT4 For single family houses on lots larger than one tenth (1/10) of a hectare, the treatment and disposal of sewage should be by means of septic tank and tile field or any other approved method, where the soil is considered suitable.

POLICY SP WT5 For single family houses on lots of five hundred and eighty square meters (580 sq. m.) and larger with maximum density not exceeding seventy-five habitable rooms (75 hr/h) per hectare and a total population not exceeding three hundred persons, waste disposal should be by means of septic tank and tile field or any other approved method by the appropriate agency.

Disposal facilities strategic measures should be sited to ensure that there is no pollution of water sources inclusive of underground water sources. .

POLICY SP WT6 No absorption pit or tile field shall 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 WT7 There should be a minimum vertical distance of one meter between the bottom of a tile field and the maximum elevation of the ground water table or any layer of rock or impervious material.

Due to high costs and the difficulty experienced in providing piped domestic water supply systems especially within rural areas, the recycling of grey water and the harvesting of rain water for secondary uses in buildings should be seriously considered. Waste water from basins, baths, and showers can be disinfected and used to flush lavatories or water gardens. Domestic water consumption can therefore be substantially reduced, making it less costly and available to individuals especially during periods of drought.

POLICY SP WT8 The harvesting and use of rain water and recycled grey water for some secondary uses in buildings will be encouraged and provision should be made for this in development proposals.

POLICY SP WT9 New housing developments which are served with a piped domestic water supply system should make provision for the use of rain water/grey water for the watering of plants and gardens.



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FIFTH SCHEDULE, *contd.*

- POLICY SP WT10 Developments having large landscaped grounds, golf courses, or management of public green/ open spaces should make provision for the use of recycled water to irrigate these areas.
- POLICY SP WT11 The local planning authority will encourage the local authority to carry-out the upgrading and maintenance of storm water drainage systems if the need arises.

*Solid Waste Disposal*

The global emphasis on waste reduction and recycling creates a need for proper management and handling of solid waste in the Development Order Area. Garbage collection is managed by the National Solid Waste Management Authority, and collected by Western Parks and Market (WPM) along with private contractors. Currently there are no solid waste disposal sites in the Order Area and wastes are transported to the Retirement Waste Disposal Site located in St. James.

- POLICY SP WT12 Proposed civic amenity waste sites and transfer stations should have satisfactory access to and from the site and not be detrimental to environmentally sensitive areas and the activity should in no way be a nuisance to adjoining uses.

Recycling has become increasingly important, because of environmental issues and economic reasons. Any form of recycling has land use implications and suitable location have to be provided. These uses can range from small recycling centres in housing developments or shopping areas to depot space for the sorting, and handling of such materials.

- POLICY SP WT13 The local planning authority will seek to ensure that provision is made for recycling facilities in new developments to facilitate recycling of waste.

The siting of Solid Waste Disposal Sites and Transfer Stations should be screened and evaluated to avoid risks involving the pollution of water resources and little or no impacts on the surrounding uses and the environment.

- POLICY SP WT14 In considering the location of sites for waste disposal/ recycling the local planning authority will have regard to the potential impact and effect on the surrounding uses and the environment in general.
- POLICY SP WT15 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.

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FIFTH SCHEDULE, *contd.*

POLICY SP WT16 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 in the future.

POLICY SP WT17 Proposals for a solid waste transfer station will be considered in a location where there will be no detrimental effects on the environment or surrounding amenities.

Where facilities are not adequate for the storage of solid waste material, this could result in breeding grounds for insects and rodents. This is more prevalent in commercial districts and to a lesser extent applicable to residential locations. Precautionary measures should therefore be taken by providing satisfactory receptacles on such premises.

POLICY SP WT18 Commercial, industrial, office, and multifamily developments should provide vector/rodent proof receptacles on the premises for the storage and disposal of garbage; which should not be located along the fringes of the development.

POLICY SP WT19 Solid waste management plans showing the separation, use, and disposal of solid waste shall be submitted with development applications to the Planning Authority.

Industrial developments often can generate large amount of hazardous waste and in some cases which cannot be recycled. Adequate provision should be made for the disposal of such waste and to ensure that there is compatibility between the industry and environment.

POLICY SP WT20 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.

## TELECOMMUNICATION/COMMUNICATIONS

Information and communication technologies play a critical role in promoting and improving social, economic and national development. Technological schemes included in developments include 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 Order Area. Telecommunication devices used in commercial development are larger and more prominent than those for residential purposes. Hence, the siting and design of these facilities should at all times be such that no severe impact is made on the character and visual amenity of the environment, see Appendix 15.

FIFTH SCHEDULE, *contd.*

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| POLICY SP TELE1 | Base stations and transmission masts and towers will be approved in areas in which the environment will not be adversely affected and meet the necessary guidelines for the structures proposed as set out in Appendix 15.   |
| POLICY SP TELE2 | Where possible the proposed development should be designed so that it blends into the environment and has minimal visual impact. A range of solutions, types of material and colours should be utilized where possible and new apparatus within urban areas sited on existing structures where possible. |
| POLICY SP TELE3 | Telecommunication networks should be sited so as to minimize the disturbance to the environment and loss of amenities.   |

Telecommunication mechanisms, particularly mobile telephones have become an indispensable feature of modern living. However, there has been a great deal of concern about radio frequencies 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 and base stations have remained inconclusive, a precautionary approach will therefore be adopted in the location of these devices.

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| POLICY SP TELE4 | Pre-application consultations and discussions will be undertaken between the local planning authority and the operator, schools, communities, interested parties and any other relevant body before planning permission is granted. |
| POLICY SP TELE5 | The beam of greatest radio frequency intensity from a base station sited within or near retirement homes, educational and health facilities should 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 local planning authority.         |

Due to limitations imposed by telecommunication networks, planning permission will be granted if it can be proven that the proposal will have a minimal effect on the surroundings. It is also to be kept in mind that the construction of new developments can adversely affect the telecommunication services of others in the neighbourhood. The rights of adjacent landowners and the level of effect of the proposal on them will be assessed to ensure protection.

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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 apart. 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 thereto as possible.

POLICY SP TELE8 Operators of communication systems shall safely dispose of obsolete equipment on their sites and restore the land to the satisfaction of the local 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 of the Order Area. 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, these will be assessed on their own merits taking into consideration the impact on the character of the area. The possibility of sharing facilities will also have to be explored so that the number of structures in an area may be reduced.

POLICY SP TELE9 The Planning Authorities will ensure that the erection of telecommunications equipment will not result in unnecessary proliferation thereof or have any adverse effects on the character of a locality or the appearance of a property.

POLICY SP TELE10 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 TELE11 In considering planning applications from licensed operators consideration will be given to the possibility of sharing existing masts, replacing one with another for joint use or erecting one suitable for joint use and that proposals will not affect the skyline or other areas of importance.

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FIFTH SCHEDULE, *contd.*

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 unobtrusively located so that these are hidden from public view and do not harm the amenities of any residents adjacent to or in close proximity to the site.

POLICY SP TELE12    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 TELE13    Proposals for the erection of commercial antennae within the cartilage of industrial or commercial premises will be considered taking into account the scale of the equipment in relation to its surroundings and the existence of similar equipment in the vicinity of the site. Under normal circumstances the size should not exceed 1.8m in diameter.

Antennae in residential developments or other domestic use has very little environmental effect and is confined to satellite antenna mostly. 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 TELE14    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 by occupiers of adjacent land.

POLICY SP TELE15    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.

POLICY SP TELE16    In complexes such as town houses, terraced and apartment buildings consideration will be given to antennae or satellite dish serving several units rather than a number of individual dishes on the site.

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FIFTH SCHEDULE, *contd.*

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

POLICY SP TELE17 Telecommunication devices will not be allowed on listed or other such buildings or buildings within conservation areas or on a site affecting heritage and consideration will be given to siting these on adjoining buildings or where they will least jeopardize the character and appearance of the 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 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.

*General Development Policies*

The Sectoral Policies have dealt with special aspects of the Order but there are other developments not falling into that category which can best be dealt by General Development Policies. These are general in nature and applicable throughout the Order Area.

In dealing with development applications, the Planning Authority will ensure that proper sanitary conditions and conveniences are secured, that there is the co-ordination of roads and public services, the protection and extension of amenities and the conservation and development of the resources of the Order Area. Those aspects of development which encourage personal well-being, social harmony, equal opportunity and sustainability will therefore be promoted.

POLICY GD 1 The local planning authority will not grant approvals for major residential or commercial development:

- (a) outside of local planning areas (growth centres), except where it is needed to satisfy a local demand;
- (b) where adequate provisions have not been made for infrastructure and utility services;

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FIFTH SCHEDULE, *contd.*

- (c) which will destroy the natural environment or sterilize the enjoyment of an important resource;
- (d) which by virtue of any process generates smell, fumes, noise or any other nuisance to existing and proposed development in the area in which it is to be located.

POLICY GD2 Development will be given approval in areas that provide a healthy environment and in which the land to be developed meets the requirements and guidelines for the type of buildings and structures being proposed.

The local planning authority will seek to ensure that as far as possible, existing trees and woodlands of amenity, economic and ecological value are protected and maintained. Where a development is permitted, trees or groups of existing or planted trees and woodlands of significance will be retained and maintained. Where there is likely to be threats the local planning authority will ensure that such areas will be protected by Tree Preservation Orders.

POLICY GD3 The local planning authority will seek to protect trees and woodlands of public amenity value in development proposals and secure retention where necessary through the implementation of Tree Preservation Orders under the Town and Country Planning Act.

POLICY GD4 All relevant aspects of environmental impact will be taken into consideration by the local planning authority when development proposals are being assessed and those adversely affecting existing trees or clusters of trees worthy of retention and preservation will not normally be permitted.

In order to preserve the visual and recreational amenities of the Order Area, areas within the local planning areas (growth centres) will be zoned to preserve amenity and open space areas. It is the intention of the local planning authority that such spaces will be provided within convenient distances of places of residence. Where private or public open spaces or recreational activities are of high amenity value these will be protected from abuse and vandalism. Only uses consistent with preservation will be considered. This includes development of recreational and cultural buildings with necessary car parking facilities. Unrelated uses such as shops and houses will not be permitted.

POLICY GD5 Existing recreational open spaces will be protected and enhanced in all developments and only facilities necessary for adequate functioning and the preservation of the amenity and character of the area will be allowed.

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FIFTH SCHEDULE, *contd.*

- POLICY GD 6 Existing playing fields and recreational open spaces within established residential areas will be protected and the creation of new areas for active and passive recreation will be promoted wherever possible.

The opportunity for outdoor sporting activities should be complemented by indoor activities. This will improve the quality and quantity available to satisfy the needs of the residents of the Order Area thereby making life more interesting.

- POLICY GD 7 The provision of facilities for a wide range of sports, arts and other facilities will be encouraged in appropriate locations throughout the Order Area to meet the needs of all residents.

- POLICY GD 8 The local planning authority will maintain and where possible improve the provision of land for active and passive leisure activities throughout the Order Area.

Non-conforming uses are those activities existing in areas that have not been zoned for the purpose and which are out of character. It is anticipated that where these exist, the land affected will revert to a use in conformity with the requirements of this Order and will relocate to an appropriate site where the use is compatible. In the interim no extension will be allowed for the activity in its existing location.

- POLICY GD 9 Where a non-conforming use exists, the local planning authority will encourage its removal at its earliest convenience and during the interim will not grant any permission for extension of the facility except in extreme cases of hardships. This does not obviate the fact that it will have to be removed eventually in such circumstances.

The level of awareness and concern for the disabled has increased over recent years. In providing such facilities the local planning authority will use the design criteria set out in the Development and Investment Manual Volume 1, Section 1, Planning and Development – Chapter 2 and the National Building Code as a reference in dealing with such developments to which the disabled have access.

- POLICY GD 10 In providing facilities for the disabled the local planning authority will be guided by the relevant sections of the Development and Investment Manual and the National Building Code as guidelines in assessing development proposals.

The conservation and preservation of buildings, structures and sites of historical, architectural and archaeological importance is of keen interest to the local planning authority. The list in Appendices 3 and 4 provides information on such buildings. In conjunction with the Jamaica National Heritage Trust and the owners and occupiers



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FIFTH SCHEDULE, *contd.*

of the building, preservation and conservation of noteworthy features and architectural detailing of structures and the continuity and character of buildings will be preserved.

POLICY GD 11 The local planning authority will seek to preserve and conserve buildings of architectural and historical importance both in the long and short term and will seek the cooperation of the owners and occupiers in this regard.

POLICY GD 12 In considering applications for development on or within 91 meters of sites of archaeological significance the local planning authority will consult with the Jamaica National Heritage Trust for comments and advice.

There are many activities which are important to the residents of the Order Area but at the same time can be an irritant and have a detrimental effect on the environment. These are known as “bad neighbour” uses or backyard industries and include the breaking up, repairing and spraying of motor vehicles and the storing and processing of minerals and building materials. Such uses usually have a high level of outdoor activities and ought to be accommodated on special sites such as those in industrial zones away from residential areas. The local planning authority will ensure that these developments are screened and landscaped to minimize impacts.

POLICY GD 13 New “bad neighbour” uses or the extension or intensification of these outside of designated areas will not be permitted.

POLICY GD 14 “Bad neighbour” uses will be confined to special sites such as industrial zones except where it can be shown that the proposal is not suited to the sites available.

There are several sections of the Order Area that have a domestic water distribution problem and as such residents rely on catchment tanks. The use of catchment tanks should continue even after the supply situation has improved.

POLICY GD 15 Developments taking place in the Order Area where potable piped water is not available provisions for the collection of rain water should continue.

Flood plains perform an important function in the control of flooding in the lower reaches of a river course, and coastal areas and should therefore be preserved and left undeveloped. New development on lands previously not developed or extensions to existing development will also increase run-off thereby increasing the risk of flooding. These situations will be taken into consideration in the processing of development applications.

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FIFTH SCHEDULE, *contd.*

- POLICY GD 16 There will be a general presumption against new developments or the intensification of existing ones in areas which are at risk from flooding, unless it can be demonstrated that this will not occur either on site or elsewhere.

Doctors' and dentists' offices need to be located as near as possible to their catchment population. Such practices can often occupy most of the space within a sizeable dwelling and whilst house conversions to provide offices can cause loss of residential accommodations this is acceptable in principle. The need for a convenient location in the local planning areas (growth centres) is important. However such conversions or any new offices will have to conform to the vehicle parking requirements in Appendix 7.

- POLICY GD 17 The local planning authority will support proposals for the change of use of buildings from residential to medical offices in appropriate locations and premises.

Hotels and guest houses can normally be accommodated in residential areas without detriment to the environment, provided that the scale, appearance and traffic generation are consistent with the character of the area. It is important to encourage this kind of accommodation particularly at the budget end of the market.

- POLICY GD 18 In built up areas and rural areas, permission will normally be given for hotels and other serviced accommodation, provided these are consistent with other policies of the Order. The conversion of tourist accommodation to other uses will not normally be permitted.

## THE DESIGN OF NEW DEVELOPMENTS

The local planning authority will ensure that the design of new developments will be of a high standard, with respect to design, site layouts and being in sympathy with the character of the surrounding area. The provision and siting of community facilities will be considered in the grant of planning permission. The size, height, colour, use and finishing materials of buildings will also be controlled to ensure proper standards of development.

- POLICY GD 19 New developments will only be approved by the Planning Authority where the necessary infrastructure and amenities are available and where conformity with the policy, requirements and guidelines for such developments are met as set out in this Development Order.

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

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FIFTH SCHEDULE, *contd.*

- POLICY GD 21 All single family single storey residential buildings and horizontal multiple housing will be required to be setback a minimum of 1.2 meters from side property boundaries and a distance to be decided by the local planning authority from rear property boundary to the farthest projection of the building at ground level plus 0.6m for each storey above the storey or partial storey at ground level to allow for side and rear yards.

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

- POLICY GD 22 A landscaping plan should accompany the submission of an application to the local planning authority for resort, townhouse and apartment development and no operations should take place on the site before permission is received for the application.

- POLICY GD 23 New developments will be expected to conserve any wildlife features that exist on the site and encourage appropriate wildlife habitats and sanctuaries where possible.

Trees are important to the visual quality and amenity of built-up areas and needs to be protected for posterity. The local planning authority will discourage developments which require the removal of trees. In commercial or other similar developments where it may not be possible to retain trees, replacement will be required in the form of new landscaping with varieties adaptable to the environment.

- POLICY GD 24 The local planning authority will refuse planning permission for development likely to result in damage to or the loss of trees which make a significant contribution to the character and appearance of an area except in extra ordinary circumstances in which case the site would have to be satisfactorily landscaped.

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

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FIFTH SCHEDULE, *contd.*

the physical and natural characteristics of the site, including trees, and other forms of vegetation and structures and sites of architectural, historical or archaeological interest respectively into consideration. The nature and character of adjoining development, and the type of services to be supplied by the developer must be considered. The convenience, amenity and safety of the community are to be of paramount consideration.

- POLICY GD 25 In considering sub-division applications the local planning authority will pay special attention to the design of the road network and will ensure the coordination of the sub division of contiguous properties through the continuation of roads into lands which have not yet been sub divided in order to integrate utility and public services and other activities.
- POLICY GD 26 In granting permission for the subdivision of land, due consideration will be given to the standards of amenity already established in the area and any departure to provisions which are lower will be permitted only on the merits of the case.
- POLICY GD 27 Lands required to be set aside to meet community needs in residential subdivision should not be pieces left as unsuitable for housing development but land of appropriate dimensions, shape slope and location in accordance with the requirements set out in Appendix 10, (Residential Density, Standards and Control).
- POLICY GD 28 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.

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

- POLICY GD 29 The local planning authority will assess new subdivision applications based on needs in the area and where necessary will impose a program of phasing and seeding to encourage development.

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FIFTH SCHEDULE, *contd.*

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

POLICY GD 30     Site development standards including density, plot coverage, building heights and other requirements will be used in accordance with Appendix 10 to guide the types of development that can take place within an area.

Roads provide the basic framework around which new neighbourhoods are developed. This establishes the neighbourhood structure and has a major influence on the visual and functional character of emerging communities. All subdivisions must be connected to an existing network in accordance with Appendices 6 and 14. Traffic generation and its impact on the road system will be taken into account when new development proposals are being considered. Importance will be given to safety and environmental factors at all times.

POLICY GD 31     All road networks in new developments will be required to be designed in accordance with the Road Schedule Guidelines in Appendix 6 to provide satisfactory vehicular entrance/exit crossover and appropriate circulation within the site.

Usually commercial development and to a limited extent office use are located within recognized shopping areas. This is generally convenient for both shoppers and traders and the land use proposal maps reflect areas for such uses. Planning control aims to guide new shops and offices to these areas having regard to the shopping needs of the population. In large developments however, shops will be needed on individual lots or as part of a residential unit or as shopping centres to serve neighbourhood needs. Irrespective of the type and size of the facility careful location in relation to other developments will be required.

POLICY GD 32     In the design and location of shopping facilities access and circulation with regards to the existing road network will be controlled in order to facilitate proper functioning of the facility and protect adjacent residential properties.

Parking is an integral part of the overall Transport Policy and the requirements, standards and design criteria are set out in the Appendices for all categories of buildings to ensure that an adequate amount is provided for each development. The

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FIFTH SCHEDULE, *contd.*

spaces should be located within the building line on the premises in such a manner that it will not be injurious to the amenities of adjoining premises. Landscaping should be provided, especially in commercial areas as shown in Figure 5. The bays should be designed to allow for the manoeuvring of vehicles.

POLICY GD 33 The provision of car parking will be in accordance with the requirements indicated in Appendix 7 to ensure adequate provisions of off street parking spaces. The standards and parking bays shall be provided in accordance with guidelines in Appendix 9 and Figures 3 and 5. No development will be approved that is not in conformity except in extra ordinary circumstances.

Shop fronts are important visual elements in a commercial area and can contribute significantly to its attractive quality if designed properly. Traditional shop fronts are usually based on architectural features adapted to the needs of the business place. In the case of modern shop fronts the design should be creative and innovative, enhancing the buildings. They should not obscure or damage the existing architectural features nor detract from the property. New shops should be adjacent to those already existing rather than being isolated.

POLICY GD 34 The local planning authority will ensure that the provision of shop fronts is of a high standard design and relate to the architectural characteristics of the area or adjoining buildings.

POLICY GD 35 Wherever possible new shops should be located adjacent to those already existing so that greater convenience to customers can be provided.

POLICY GD 36 New shop frontage to road ways will be encouraged to have continuous facades with matching canopies. Where the building is two or more floors high, the first floor is to be at the same height throughout its length where this is possible.

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

POLICY GD 37 Where shops are designed as part of or attached to a residential building the character of the host building should be maintained.

New developments may take the form of infill which is the replacement of individual buildings in a housing development or the construction of buildings on vacant lots within a partially developed subdivision. Developments should be closely related to

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FIFTH SCHEDULE, *contd.*

the surroundings and should enhance the appearance and character of such areas. The density should not adversely affect the surrounding amenities.

POLICY GD 38    Infill developments will be allowed on vacant lots within areas of residential subdivision where appropriate at a density not significantly higher than that existing. The form and design of the new development should normally be influenced by the existing buildings and overall scale of the area and have regard to the form and materials of adjoining buildings.

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

POLICY GD 39    The local planning authority will normally refuse permission for any development which will have a detrimental effect on views being enjoyed by occupiers of buildings whether or not located in close proximity.

All new developments are to be of a high standard of design and appropriate in its context, and be easily accessible by the disabled, the elderly and people with young children, so that members of particular sections of the community are not disadvantaged. Planting and landscaping should be an integral part of such developments. The amenities provided should be accessible by all persons including the disabled.

POLICY GD 40    The design of new buildings and other areas to which the general public will have access will normally be required to take into account the needs of the disabled failing which there will be no support by the local planning authority.

POLICY GD 41    All proposals for development are required to be of a high standard of design, have a satisfactory means of access, adequate car parking facilities (See Appendix 7), provide a high standard of landscaping where appropriate and avoid conflict with adjoining uses.

POLICY GD 42    The local planning authority will seek the inclusion of sub surface ducting in housing development of 30 dwellings or more or in commercial development (shopping centres) to enable the provision of underground telecommunication cabling to take place within the scheme.

There are certain establishments which are required to provide sanitary facilities for patrons. Such requirements will be in addition to that provided for employees.

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FIFTH SCHEDULE, *contd.*

The facilities should be properly maintained and accessible by the public during business hours. The design should be of such that the disabled can be accommodated.

POLICY GD 43 All new shopping centres, hotels and other businesses used by the general public should have public sanitary convenience for the both able and disabled in accordance with the standards set out in the Development and Investment Manual, Volume, Section 1–chapter 2.

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

POLICY GD 44 When considering proposals for new development and change of use, the local planning authority will take into consideration the need for public safety and the prevention of criminal activity.

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

POLICY GD 45 In dealing with new applications or proposals for change of use the local planning authority will take into consideration the need for appropriate provisions to meet the requirements of the Fire Department.

Activities or sources of pollution of the environment such as noise, air etcetera will have to be dealt with by the authorities. These will be assessed when dealing with applications to ensure that there is no impact on the environment. The necessary consultation will be held with the relevant agencies in this regard.

POLICY GD 46 When considering proposals for new development which involves the possibility of pollution or other forms of hazards the local planning authority will take into account the location of the development in relation to surrounding developments.

Adequate provision is to be made in all new developments for waste storage and collection. Inadequate or inappropriately located storage facilities can affect the amenity of the neighbouring property and can result in health and safety problems. Such waste areas should be screened to prevent tampering.

POLICY GD 47 All new developments will be required to make provision for the storage and collection of solid waste in such a manner that it is environmentally friendly.



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FIFTH SCHEDULE, *contd.*

Strategic gaps are intended to prevent the coalescence of existing local planning areas. This allows each to have individual and identifiable character which should be retained.

POLICY GD 48 Strategic gaps will be maintained and only in compelling circumstances will development be permitted to take place within these areas.

Rural area policies are supposed to apply outside of local planning areas boundaries. However, within these areas are scattered settlements relating to agriculture giving the impression of built up areas. Sooner or later a request will be made for subdivision or the extension of building in these locations. These will be carefully considered as approval could set the precedence for other proposals destroying the character and appearance of the countryside.

POLICY GD 49 Proposals for new development or extension outside the defined boundaries of the local planning areas will only be permitted if the proposal is essentially rural in character and scale and would not alter the appearance of the surrounding areas.

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

POLICY GD 50 Developments shall require disposing of storm water run-off from roofs and properties on their own property or under the side walk. No permission will be given for such storm water run-off to be disposed of onto the surface of the side walk or roadway.

One of the problems on a development site is the amount of dust created during the construction period. This can be a nuisance to the people living and working in the area as well as the motorists and pedestrians who 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 51 During the construction stage of a development all possible source of fugitive dust generation should be sprinkled to avoid the dispersion of dust to surrounding areas. Trucks transporting construction materials are to be covered.

In some areas it may be appropriate to have a mix of development. As long as the uses are compatible and will not create undue hardship to neighbours, the Planning Authority will give consideration to such proposals.

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FIFTH SCHEDULE, *contd.*

- POLICY GD 52 Mixed use developments which are compatible may be allowed in certain areas. The total amount of development shall not exceed that permitted for the area.

## NEW SETTLEMENTS

A number of towns have been identified in this document as Local Planning Areas/ Growth Centres based upon the guidelines provided by the National Physical Plan 1978 - 1998. These have been targeted for growth and development will be directed to these centres. However, where there is need for further growth of villages in order to accommodate a special type of development, consideration could be given to the proposal. Care will be taken to ensure that such proposals are established in accordance with the policies indicated in this Order so as to ensure that the unique qualities of the rural environment are maintained.

- POLICY GD 53 The Planning Authority will give due consideration to the establishment of new settlements which will fill special needs in the rural areas without destroying the unique qualities of the environment.

- POLICY GD 54 All proposals for new settlements should include the necessary social amenities, physical infrastructure and facilities needed for the residents.

New settlements should not be dependent on existing Parish Council roads for direct access to individual buildings but should have an independent service road system. These should be connected to other existing roads in the hierarchical system to provide access to other areas. (See Appendix 6).

- POLICY GD 55 All new settlements should be served by their own system of roadways with access onto a main thoroughfare through which transportation links can be made with other areas of the Order Area.

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

- POLICY GD 56 The subdivision of lands for new settlements will be guided by the relevant policies, guidelines and requirements in the Appendices of this Order.

There are several well established villages scattered throughout the Order Area which are not considered as local planning areas/growth centres. These areas are

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FIFTH SCHEDULE, *contd.*

zoned and are shown on the land use proposal maps as “rural development areas”. Where this situation occurs future residential developments can be accommodated. This would however, be dependent upon the various services and amenities being available.

- POLICY GD 57 Planning permission for all new housing developments will normally be granted if satisfactory provision has been made for access to appropriate local facilities and services to meet the needs of the future residents. If satisfactory provision cannot be achieved, or would give rise to problems for the local community such a development may be required to make additional provision within or in association with the existing development failing which it would be considered premature.

## ENERGY GENERATION

The Hanover Development Order Area relies on the national grid for electricity supply. Developments providing alternative sources of energy should be encouraged. Scattered settlement patterns should be avoided so that service can be concentrated in communities to reduce development costs.

- POLICY GD 58 The Planning Authority will encourage the concentration of developments instead of dispersed settlements in an effort to reduce the cost of the provision of electricity.
- POLICY GD 59 The Planning Authority will allow the creation of bio-gas projects to be included in commercial, residential and industrial developments.
- POLICY GD 60 The Planning Authority will ensure that the design of new buildings take into consideration energy conservation techniques.
- POLICY GD 61 Where wind energy development can take place, developers are required to seek planning permission from the Planning Authority.

## COASTAL DEVELOPMENT

Approximately seventy percent (70%) of the coastal areas within Development Order Area is developed as the major urban centres of Lucea, Sandy Bay and Hopewell are located in the area. Over the last decade the demand for coastal space has intensified due to increases in tourism related activities resulting in the proliferation of planned and unplanned settlements.

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FIFTH SCHEDULE, *contd.*

Additionally, along the coastline are several coves, bays, beaches and undeveloped vegetated areas which are to be preserved and protected for recreational purposes. Today, sections along the coast are severely polluted due to improper disposal of sewage and solid waste. This has created a need for the efficient and sustainable management of the coastal environment. Additionally, coastal areas are highly vulnerable to natural hazards such as hurricanes and storm surges. The frequency and intensity of which have increased in recent years due to climate change.

The planning system has to reconcile development requirements which will conserve and protect the environmental quality and recreational opportunities of the coastal area. It is a complex environment where the interactions between natural processes and human activities are not always well understood. A precautionary approach is therefore required where potential damage to the environment is both uncertain and significant.

The width of the coastal zone varies, depending on the physical characteristics that exist. In all instances the boundary is the mean low water mark in the seaward direction and the edge of development or roadway in the landward direction. The policies will be dealt with under three headings.

*Undeveloped Coast*

There are areas along the coastline where no development has taken place and is preserved for its landscape value and natural conservation interest. It is expected that planned development will occur in due course where this can be accommodated but during the interim the local planning authority will endeavour to safeguard the area from unplanned development.

POLICY UC 1      Development proposals for the undeveloped coast will generally be considered acceptable where it can be demonstrated that no other suitable site exists along the developed coast and the social and economic benefits of the proposal outweigh the potential detrimental impact on the undeveloped coastal environment.

POLICY UC 2      Development along the undeveloped coast will only be considered acceptable if such proposals would not be detrimental to the environmental quality of the surrounding areas, and in close proximity to a service centre or adequate services.

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

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FIFTH SCHEDULE, *contd.*

- POLICY UC 3     Where the local planning authority grants permission for development on the undeveloped coast, it will ensure that the design is of a high standard and that important scenic views of the sea are kept free from development.

The undeveloped coast in the Development Order Area is very scenic and of great significance to the general attraction of the area. Development proposals will be assessed for their impact on the undeveloped coast and refused if considered to be detrimental to the character of the area in which they are to be located. Any new uses permitted in a scenic area should be designed to minimize visual impact and blend with the natural environment. Conservation and, where appropriate, enhancement of the natural and cultural heritage will be promoted and opportunities for its enjoyment will be identified.

- POLICY UC 4     Development will not be permitted if it materially detracts from the un-spoilt scenic quality or scientific value of the undeveloped coast.

Between Hopewell and Lucea there are several areas with large and small beaches. These beaches should be developed to the degree that ensures usefulness and safety without destroying the natural beauty. Erected structures should be ancillary to the use of the beach and are to be of a temporary nature. A list of beaches is indicated in Appendix 5.

- POLICY UC 5     The development of beaches will be allowed to the degree that ensures their usefulness and safety without impairing their natural environment.

- POLICY UC 6     In developing beaches 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 beaches or any wild life present.

In relatively undeveloped areas the density should remain moderate so that sewage disposal system can be properly managed and should have minimal or no impact on the environment and the surrounding uses. Developments should be sited such that the public has unrestricted movement along the coastline and a clear view of the sea from the road. Buildings should also be setback to prevent encroachment into the marine ecosystem.

- POLICY UC 7     Developments including but not limited to hotels, apartments and villas, should be as unobtrusive as possible and shall not

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FIFTH SCHEDULE, *contd.*

exceed a density of one hundred and twenty-five habitable rooms per hectare (125 hr/h or 50 hr/a). This density may be varied by the Planning Authorities based on the existing physical conditions in the area so as to ensure satisfaction of the relevant planning and environmental standards.

POLICY UC 8 The heights of buildings in this area should not exceed six (6) floors and be setback from road and sea in accordance with the relevant policies.

POLICY UC 9 The layout of the developments to be undertaken in the area should be such that there are no significant alteration to the vegetation cover, the cliffs and the views to sea.

The area between Sandy Bay and Lucea is characterized by un-spoilt views which should be retained as much as possible. This is of particular beauty and interest and is to be retained in its present state for the continued enjoyment of its natural attributes by the general public.

POLICY UC 10 Development will not be allowed along the stretch of the coastline which would materially detract from the unspoilt scenic quality or scientific value of the area.

POLICY UC 11 Recreational development may be permitted in locations where such a facility would serve the public or will preserve an area of natural beauty and where such proposal would not be detrimental to the environmental quality of the surrounding areas.

Lands adjacent to the Palladium Resort and Spa Hotel are heavily vegetated and very scenic. Limited tourist development may become expedient in the future and should be clustered rather than being dispersed or continuous. However, there is an absence of infrastructure in the area and consequently no intensive development will be allowed at this time. Setbacks from the Coastline should be in accordance with Figure 4.

POLICY UC 12 In order to protect against premature development, the Planning Authority will give due consideration to the timely basis for the development of resort and residential facilities in this area. The development should be arranged in clusters, to ensure an unobstructed view of the sea and public access to the beaches.

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FIFTH SCHEDULE, *contd.*

- POLICY UC 13 The Planning Authority will not grant any permission for development within this coastal area unless it is connected to a central sewage collection system.
- POLICY UC 14 Where permission is granted for any development in this area the local planning authority will ensure that building and structures are located in such a way that they avoid having any adverse effect on the general character of the coastline or adjacent areas.
- POLICY UC 15 The Planning Authority will not support any form of development that would adversely affect the protected ecological area.

It is expected that lands will be used overtime to facilitate the growth and expansion of some local planning areas. The local planning authority will ensure that development takes place in an orderly and progressive manner, so that infrastructure and development can be co-ordinated and not established on an 'ad hoc' basis.

- POLICY UC 16 The planning authority will only grant permission for development which is compatible with the area, will not materially diminish the ecological services provided by that watershed and for which the necessary infrastructure and other amenities are available.

There are certain industries which by their nature will require a coastal location. These include ports or marinas, coastal marine farms, 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 there is no conflict with existing uses or diminish the site's development potential.

- POLICY UC 17 There will be a general presumption against new industrial development along the undeveloped coast unless it can be demonstrated:
- (i) through robust reasoned justification, that no other suitable site exists elsewhere along the developed coast or within existing settlements; or

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FIFTH SCHEDULE, *contd.*

- (ii) that the social and economic benefits of the proposed development outweigh the potential detrimental impact on the undeveloped coastal environment.

POLICY UC 18 The local planning authority will normally consider development proposals for the establishment of coastal dependent industries which will not impact adversely on the coastal environment.

POLICY UC 19 The local planning authority will take into consideration, the cumulative impact of industrial development when assessing proposals for development along the undeveloped coast.

The effects of climate change have been a growing concern especially along coastal areas. It is prudent that policies and strategies are developed and implemented to mitigate against impacts.

POLICY UC 20 The local planning authority in dealing with developments will institute strategies to mitigate against the effects of climate change such as storm surges and erosion within the coastal area identified on the Development Order Area Map.

*Developed and Partially Developed Coast*

The developed and partially developed coast are areas in which development has already taken place but vacant lots still exist for future developments. Proposals within this area will be cognizant of those existing and where possible and desirable conform to the standards. The arrangement of buildings on these sites should be such that views may still be obtained from the road to the sea.

POLICY DC 1 Lots on the seaward side of North Coast Highway with sizeable areas of buildable land should have no structure wider than twelve metres (12m)(40ft) continuously measured anywhere across the width of the lot.

The density of development is one of the major factors in setting limits to intrusions into the natural environment especially along the coast. In calculating densities for new hotel developments the principles of foot print, ground cover, plot ratio, and height will be applied. The standards have been given a range to allow flexibility in the quality of the design based on the size of the lot. The meanings of these terms are outlined in the glossary and special attention should be paid to these standards which will be used for assessing allowable development. Habitable rooms per hectare will continue to be used for apartment and townhouse developments.



FIFTH SCHEDULE, *contd.*

- POLICY DC 2 Densities on vacant lots along the seaward side of the main road should have a footprint not exceeding a range of 33<sup>1/3</sup>% – 40% of the site, a height of not more than 6 floors, open land space of 60% – 66<sup>2/3</sup>% and a plot ratio in the range of 0.8:1 to a maximum of 1:1 calculated on the entire lot whether or not it extends across the road.
- POLICY DC 3 Resort development will be permitted by the Planning Authority on lots of a minimum size of 0.4 ha. Such developments shall have adequate setbacks, be six (6) storeys in height, (ground plus one) and shall not exceed ten percent (10%) of site coverage.
- POLICY DC 4 The Planning Authority will require that a minimum of sixty per cent (60%) of the existing tree coverage on all lots being developed on the landward side be retained. Trees that are removed should be replanted in a suitable location.
- POLICY DC 5 The Planning Authority will not approve the erection of any permanent structure, fences, or obstructions within 45.75 metres of the high water mark.

*General Coastal Developments*

This consists of policies that can apply generally along the coast whether or not the development proposals fall into the two previous categories.

The Development Order Area continued existence as a natural beauty spot depends largely on how the lots along the coastal area are developed. The general intention is to preserve its unique landscape. New development should not compromise the existing landscape, and its unique characteristics of the area. Major visual corridors in and around these areas should be maintained so that building, siting, design and landscaping should be such that visual corridors of the sea are maintained at all times. The setback from property boundaries and the height of buildings are important considerations in achieving this objective. Buildings should not be obtrusive and the architectural expression should be in keeping with the natural environment. Commercial activities will only be allowed to the extent for providing a service to the resort and hotel facilities and are included in the development.

- POLICY CD 1 The setback of buildings from side property boundaries shall be determined by height and density and shall not be less than 4.6 metres for single storey building.

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FIFTH SCHEDULE, *contd.*

- POLICY CD 2     The setback of buildings from the high water mark in areas where this has not been indicated in the policies should be in accordance with Figure 4.
- POLICY CD 3     The local planning authority 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 4     Buildings and structures shall be located in such a way to avoid any adverse effect on the general character of the existing coastline.

Because of the scenic value of the Development Order Area's coastline, great care has to be taken to ensure that development is compatible with the environment and will not significantly affect the vegetation. It has to be designed in such a way to avoid significant alteration to stands of vegetation.

- POLICY CD 5     Development proposals should be accompanied by a comprehensive landscape plan showing the location, species and size of all major vegetation to be removed, retained or planted.
- POLICY CD 6     Only development which will not result in any significant alteration to the existing topography or any reduction in significant stands of vegetation will be permitted by the Planning Authority.
- POLICY CD 7     No development will be allowed in wooded areas which would adversely affect their homogeneity or integrity. Developments should be sensitive to the ecology of the area, be in a manner and scale which is in harmony with and/or enhances the character of the coastal environment.

The coastal area and coastal waters are to be protected against pollution by controlling adjoining developments as the effluent from these might be harmful to the marine area, irrespective of how it reaches the coast. Development proposals are to be examined with regard to prevention and/or control of pollution particularly in the most sensitive areas along the coast.

- POLICY CD 8     Development along the coast will only be allowed by the Planning Authority if such proposals would not be detrimental to the marine environment and the environmental quality of the surrounding areas.

FIFTH SCHEDULE, *contd.**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.

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| 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 | <p>The development of overwater structures will not be permitted in the following areas;</p> <ul style="list-style-type: none"> <li>(a) Areas within 100m from a coral reef;</li> <li>(b) Declared public bathing and fishing beaches;</li> <li>(c) Fish sanctuaries;</li> <li>(d) Marine protected areas;</li> <li>(e) Navigational channels;</li> <li>(f) Within 100m of river mouths and drainage features;</li> <li>(g) Areas within 30 in of mangroves and riparian forest;</li> <li>(h) Exposed and high energy coast line;</li> <li>(i) Within 30m of underwater infrastructure e.g. cables and pipelines;</li> <li>(j) Proposed development areas with 30% or more of sea grass coverage.</li> </ul> |
| 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).   |

FIFTH SCHEDULE, *contd.*

- 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 of [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.

## RURAL AREA POLICIES

The Order Area is dispersed with hilly terrain in the interior which leads to a relatively flat coastline into the Caribbean Sea. Rural economic activities are situated within this interior and are dependent on jobs within the agricultural and to a lesser extent the industrial sectors. The cultivation of crops for subsistence and commercial uses is done to support the rural economy of the area.

- POLICY RAP 1 Land of high agricultural capability will be preserved for agricultural use and the gradual intrusion of quasi-agricultural subdivisions onto fertile lands will not be entertained.
- POLICY RAP 2 Developments which will cause a loss of agricultural land will not be permitted unless the use for such development over-rides agricultural considerations and no alternative site is available.
- POLICY RAP 3 The Planning Authority will attach major importance to the need to safeguard agricultural production in all decisions concerned with development in the rural areas and refuse planning permission or otherwise oppose changes of use or development involving the subdivision of agricultural land into unproductive units.

Some agricultural development do not rely on the quality of the land and are not necessarily related to the efficient and effective operation of the agricultural holding although these can have a significant impact on the appearance of the rural area e.g.

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FIFTH SCHEDULE, *contd.*

food stores. Their location cannot always justify these as part of an agricultural use of an area and should be regarded as development.

POLICY RAP 4      Proposals for agricultural development in the rural area not dependent on the agricultural use of land will only be permitted if there is no conflict with other resources and if it will not jeopardize the long term availability of arable agricultural land (Classes I—III).

The erection of structures for agricultural use and other form of agricultural activities sometimes do not require planning permission. However, in cases where planning permission applies it is important that guidelines be implemented and adhered to.

POLICY RAP 5      Developments essential for agricultural production will normally be permitted in the rural area provided that there is no conflict with other important rural area resources and no adverse impact on the appearance of the surroundings.

The reuse of redundant agricultural structures within rural areas can assist in diversifying the agricultural sector, thereby contributing to the economic development of the order area. This however has to be balanced against the need to preserve the character of the area. Consequently, there is also the need to ensure economic viability to support agricultural businesses and maintain the feasibility of local services. Business ventures, lodgings and other uses that are practical and will not be detrimental to the surrounding environment will also be supported in redundant agricultural buildings and can be an extension of a building with a compatible use. However, each proposal will be assessed on its own merit.

POLICY RAP 6      New recreational, educational and tourist related businesses will normally be acceptable in rural areas within redundant agricultural buildings provided that the change of use would preserve its character, appearance, fabric and setting.

POLICY RAP 7      Extensions to existing buildings in the rural areas to accommodate guests' bed and breakfast and self-catering accommodation will normally be acceptable provided that access is suitable and the proposal can be implemented with no adverse effect on the character of the building and its locality.

There are circumstances when less productive or under-used agricultural lands in rural areas are pressured for housing developments. These lands can be developed and used for agricultural related activities and at times are allowed to remain in ruinate as a justification for change. Also, it is essential to ensure that the amount of agricultural

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FIFTH SCHEDULE, *contd.*

lands transferred for other types of development be phased and sustainably planned as this will protect the rural resources and enable future development options.

POLICY RAP 8        The Planning Authority will seek to protect agricultural lands especially in the rural areas and will not normally grant permission for development unrelated to the needs of agriculture and forestry in these areas.

Although local planning areas/growth centres have been identified for the focus of growth and development undeveloped or sparsely developed lands in rural areas can be used to spur growth. It is not unusual for an area to appear as if it is developed due to its layout. 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 9        New housing developments in rural areas to satisfy special housing needs will normally be restricted to the existing built confines of villages and settlements where amenities and facilities are available except in situations where it could be linked with other existing developments.

POLICY RAP 10       Housing development to satisfy genuine local needs outside of local planning areas will be supported if the local planning authority is satisfied that there is a demand and this will not conflict with any policies for the area.

POLICY RAP 11       Small scale businesses such as craft centres, souvenir shops etc. will be allowed in and adjoining built up area of villages and small towns appropriate to the scale of the settlement and it would not be detrimental to the amenity and character of the area.

POLICY RAP 12       Residential development outside the local planning areas 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.

Periodically individuals construct new housing units in remote sections of rural areas. Developments of this nature act as a medium for sporadic developments of other residencies or the creation of a new village without requisite infrastructure. In stances where this development is justifiable for example the need for a worker to live permanently or near his or her place of work or an owner to live on his farm, will require a planning permission. In all situations the economic viability of the farm will be paramount in assessing the application.

FIFTH SCHEDULE, *contd.*

- POLICY RAP 13 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 are communal developments that require lands ranging from small areas for playfields to intensive areas for golf courses. These should not only be compatible with the area in which these are located, but should provide and consolidate the strategic gap between towns.

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

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

- (i) not result in the appreciably loss of arable agricultural lands;
- (ii) not have an adverse impact on areas designated for conservation and other environmental purposes;
- (iii) not have an adverse impact on historic buildings;
- (iv) have adequate roads in the vicinity to carry an increased traffic flow.

- POLICY RAP 16 Development of sports and outdoor recreational facilities will be permitted at sites with easy access to population centres and where roads are adequate to carry additional traffic.

Strategic gaps, that is, land providing separation between towns or settlements comprise open spaces/green areas along highways or extensive areas predominantly of an open/green character in developed areas. Increase in environmental awareness is of particular importance; therefore, the continued protection of conservation areas and woodlands is imperative throughout the Order Area.

- POLICY RAP 17 Protection will be given to areas of vegetation especially those identified as conservation areas which are of significant importance to the visual character, ecology and landscape of the rural area.

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FIFTH SCHEDULE, *contd.*

Areas of scenic beauty in rural areas are in the “Public Domain” as these are visible from locations such as roads and other vantage points. The Order Area of Hanover has many areas of scenic beauty for example its rivers and waterfalls. The characteristics of these areas should be protected for the continued enjoyment of the public.

POLICY RAP 18      Permission to allow development in the rural area will at all times seek to protect and enhance areas of outstanding natural beauty.

## 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 Order Area of Hanover is controlled. Special attention will be given to, access and egress 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 developments 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 Appendices.

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 the road.

POLICY PFS 2      Where it is anticipated that a road will develop as a limited access road the siting and design of the Station should conform to the special standards for access to and egress from such roads.

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

Filling stations should be established where they fulfil a need. They should not be located in isolated areas on highways where their existence depend solely on passing motorists, but in communities or commercial areas where they can add to the economy and provide a service. Consideration will therefore be given to 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 filling stations where there will be no significant adverse effect on the amenity and environment of nearby occupiers, traffic levels on residential roads, nor risk to public safety.

POLICY PFS 5      Developments which are not sensitively designed and integrated with surrounding areas will not be given planning permission.



FIFTH SCHEDULE, *contd.*

The hazards associated with the emission of benzene (a known carcinogen) can be minimized by the use of vapour recovery pumps. Where petrol contains benzene, mitigatory measures should be in place to protect public and environmental health.

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

POLICY PFS 7 Advertisement shall be controlled in accordance with the guidelines provided in the Appendix 17 and parking in accordance with Appendices 7 and 9.

## CONTROL OF ADVERTISEMENT

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

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

Developers and other interested parties should familiarize themselves with the Regulations and Policies herein as the Planning Authorities will pay due regard to these in dealing with applications.

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

- (i) whether it is an appropriate location given the character and appearance of the surrounding area;
- (ii) the general siting, size and dominance of the proposal and its impact upon the amenity of the locality including vistas or features of visual interest;
- (iii) all relevant safety considerations and standards relating to land, air and water transport;

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FIFTH SCHEDULE, *contd.*

- (iv) the siting and illumination of advertisements within conservation and heritage areas where particular attention will be paid to the design, to ensure the maintenance and enhancement of the historic character and appearance of the area.

POLICY CA 2      The planning authorities' decision in dealing with advertisement will be influenced by the Advertisement Regulations in the above policy and the guidelines in Appendix 17.

## SECTION II—LOCAL PLANNING AREAS

This part of the Order presents the principles, objectives and policies that are applicable throughout the Local Planning Areas regardless of the land use designation, unless otherwise indicated. It should be read in conjunction with the other parts of this Order. The document should therefore be read as a whole.

These Local Planning Areas are regarded as Growth Centres, which based upon specific spatial criteria help government to identify where growth and development should occur in a sustainably sound manner in the parish. Government agencies will direct their resources to these towns rather than creating new ones which will need infrastructure thereby saving resources.

These areas are dynamic and efficient centres that have a core of commercial and residential developments with natural and built landmarks and boundaries that provide a sense of place. The intention is for the areas to be supported by not only public but private investments as well as social and infrastructural facilities and economic activities which will be in easy reach of the population notwithstanding the statement above. It may be necessary in some instances to provide new infrastructure or extending existing ones to support compact growth.

The Local Planning Areas or Growth Centres with their mix of land uses within their boundaries are expected to be used for urban purposes only. However where an agro industry exists, the source of raw material if located in the area will be protected over the life of that industry. Lands outside the urban boundary will continue in agriculture and urban development will not be allowed in these areas under normal circumstances. However lands within the area will continue in agriculture or such other non-urban activity until needed for urban development at which time it will be released in an orderly and progressive fashion unless circumstances dictate otherwise.

However, where the land is being used for housing construction there should be flexibility in the type of development that can take place in all spectrum of the market. While lot sizes in the urban areas will satisfy most home seekers, there is a need to

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FIFTH SCHEDULE, *contd.*

diversify their size and activities in these suburban areas. Larger lots reflecting a homestead type development could be allowed to satisfy owners such as retirees who enjoy or undertake activities in keeping with their lifestyles and those who are interested in doing subsistence farming.

This is significant as some residents in the suburban areas like to seek out an existence through subsistence farming and these lot sizes would contribute to such activities.

Based on the foregoing, the following policies will be applicable in all Local Planning Areas.

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|--------------|--|
| POLICY LPA 1 | The local planning authority will support the subdivision of lands in suburban sections of local planning areas into larger or homestead type lots as supplement to those in the urban areas to accommodate individuals who are desirous of living on large lots.  |
| POLICY LPA 2 | Building and structures for the accommodation of livestock will not normally be permitted where residential amenity and/or environmental quality would be adversely affected or significantly compromised. Special attention will also be paid to the impact of agricultural development on heritage and historic environment. |

## LUCEA LOCAL AREA PLAN

*Description*

Lucea which is the capital of the parish of Hanover is a coastal town. The town is located to the extreme west of the island and west of the second city Montego Bay. In the past the economy of Lucea was heavily dependent on the exportation of agricultural production from its hinterland but the closure of the port due to the expansion of that for Montego Bay has had negative effects on the economy of the town. Since then there has been attempts to diversify the economy specifically in the manufacturing and tourism sectors.

The town is the most densely populated local planning area in the Order Area recording a density of 855 people per km<sup>2</sup>. Between 2001 and 2011, Lucea had minimal growth in its population moving from 8,711 in 2001 to 8,783 persons in 2011. Based on an annual growth rate of 0.08 per cent it is projected that the population of Lucea will increase to about 8,819 by 2021.

*Transportation and Traffic*

Lucea Local Planning Area's transportation system consists of roadways (main, secondary, parochial), public passenger vehicles and private vehicles. However, the

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FIFTH SCHEDULE, *contd.*

main mode of transportation is by public transportation which is comprised of taxis and buses. The Lucea main road is the main thoroughfare which traverses the local planning area. It is a segment of the North Coast Highway which connects with other coastal local planning areas en route to the parishes of Westmoreland and Saint James. The appropriate General Development and Transportation and Traffic Sectoral Policies of this Order maybe applied where relevant.

*Public Transportation Centre*

Lucea is a major point of transit for commuters throughout the Order Area. Presently there is a bus park located in the town centre along Delisser Boulevard which is used to accommodate public transportation. This park is utilized by nearly all the route taxis and mini buses that ply the area. Although the park exists there are a number issues relating to its design and operation which is seriously affecting passenger safety and comfort.

- POLICY L T1            The local planning authority will seek to ensure that the existing Transportation Centre is upgraded with the necessary amenities and sanitary convenience necessary for the use and comfort of commuters including the disabled.

*Road Network*

The road hierarchy of the local planning area consists of one major coastal road linking Lucea to Jamaica's second city, Montego Bay in the east and the resort town of Negril to the west. In addition there is a network of secondary and tertiary roads which lead to the hilly interior of the parish. Commuters travelling through Lucea using the main thoroughfare often experience traffic congestion and circulation problems particularly during peak hours. Other factors for example, are on-street parking, street side vending, limited sidewalks facilities and the haphazard letting off and picking up of passengers by public transport.

The distribution networks for people, goods and services depend on strategic improvements to the existing road network. This will be achieved through upgrading of the inter-regional arterial routes and selected rural roads.

- POLICY L T2            The local planning authority will seek to encourage the relevant to authority to:
- (i)    prioritize arterial road improvements along the Class B road from Lucea to Savanna-La-Mar via Dias and Grange Hill to improve strategic access to the south coast region;

FIFTH SCHEDULE, *contd.*

- (ii) carry out road improvement along the Class C road from Lucea to Cascade to improve connectivity between local planning areas/ growth centres;
- (iii) construct a bypass road west of the town centre to facilitate heavy traffic (see Lucea Local Planning Area Proposal Map).

POLICY L T3      The Planning Authorities will support any rehabilitation of the arterial or any other roads which seeks to improve facilities, example for the use and safety of pedestrians and persons with disabilities. (Policy SP T10 also applies)

*Vehicle Parking*

Majority of the business establishments in Lucea have been constructed without the adequate provision of on-site parking. Although there is a municipal park in the town, this is inadequate based on the volume of vehicles accessing the town on a daily basis. This has also resulted in undue obstruction from parking along the roadway.

POLICY L T4      New developments will be required to provide adequate on-site parking facilities or where feasible a private car park on an alternate site to the satisfaction of the local planning authority. Adequate provisions should also be made for service vehicles on the premises.

POLICY L T5      New development must make provision for vehicle parking and loading in accordance with the standards in Appendices 7 and 9.

POLICY L T6      All new developments having outdoor parking lots shall make use of green and or permeable parking surface techniques.

POLICY L T7      The local planning authority:

- (i) will support the establishment of a parking facility on lands adjacent to the bus park on Delisser Boulevard;
- (ii) shall seek to provide and implement parking arrangements for disabled persons in accordance with Appendix 9 and Figure 2.

FIFTH SCHEDULE, *contd.*

## CONSERVATION OF THE NATURAL AND BUILT ENVIRONMENT

*The Natural Environment*

Lucea has a very outstanding natural environment including coastal wetlands, swamps, sea grass beds, coral reefs, coastal and upland vegetation and varying surface and ground water occurrences. These resources are often time exploited and threatened by various human activities. The continued unsustainable use of natural resources will cause increasing levels of environmental degradation. Thus the aim of the Planning Authority is to minimize adverse effects on the natural environment.

POLICY L C1      The local planning authority will not support development within conservation areas that would be contrary to the established objectives for designation and management of the area, if it would compromise the integrity of the environment and landscape resources.

POLICY L C2      The local planning authority will only support rezoning to permit development on lands considered environmentally sensitive where the applicant or appropriate authority presents acceptable evidence that the proposed development will not adversely affect the environmentally sensitive areas.

POLICY L C3      An Environmental Impact Assessment (EIA) may be required for any development that could potentially have significant effects on areas zoned for conservation.

Within the local planning area many areas are subject to potential flooding and land slippage. Lands surrounding river mouths, isolated lowland areas and shore land adjoining the sea have the highest risk. A number of areas exist where mass movements of land are a possibility especially in the steep hilly interiors. It is also important to note that the removal of vegetation from these slopes may cause destabilize of the land resulting in slope failure. Potential landslides along steep slopes are a major concern within the local planning area.

POLICY L C4      The local planning authority will not consider the development, subdivision or alteration of land in any natural hazardous area unless the applicant provides evidence that measures can and will be taken to render the development capable of withstanding the effects of the hazard and that adjacent properties are protected from possible impacts.

POLICY L C5      No permanent structures will be permitted within established setback zones/buffer zone.

FIFTH SCHEDULE, *contd.*

## POLICY L C6

A minimum coastal setback of 15m from mean high water mark will be required for new developments. Where the site has a mean slope to the coast of 1:20 or less, a setback of 30m may be required. Larger setbacks may also be required in areas prone to coastal erosion. The Planning Authority may also determine site-specific setbacks, based on the following factors:

- (i) the elevation, geology and profile of the site;
- (ii) the position and height of the storm beach ridge;
- (iii) the existence of a protective reef, natural harbour, coastal vegetation or coastal structure;
- (iv) records or evidence of tidal inundation in the past.

Overwater structure developments in commercial, tourism, and other hospitality developments can impact on the ecological functions of the marine environment. The design, siting, construction and operations of such developments should be properly monitored to ensure that planning takes place in a sustainable and harmonious manner so that marine resources are protected.

## POLICY L C7

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

- (a) areas within 100m from a coral reef;
- (b) declared public bathing and fishing beaches;
- (c) fish sanctuaries;
- (d) marine protected areas;
- (e) navigational channels;
- (f) within 100m of river mouths and drainage features;
- (g) areas with 30m of mangroves and riparian forests;
- (h) exposed and high energy coast line;
- (i) within 30m of underground infrastructures example cables and pipelines;
- (j) proposed development areas with 30% or more sea grass coverage.

## POLICY L C8

Overwater structures shall be in accordance with the Overwater Structures Planning Guideline.

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FIFTH SCHEDULE, *contd.*

The protection and sustainability of groundwater and surface water supplies are critical to maintaining the rural character and protecting the natural environment. The local planning area contains many streams, watercourses and wetlands. Each of these natural resources is worthy of protection through careful land use planning.

POLIC L C9      The local planning authority will require all development to be designed to maintain the hydraulic regime of streams while providing sufficient drainage in a manner which does not interfere with groundwater recharge or allow the intrusion of erosion material into natural watercourses, streams, and wetlands.

POLICY L C10    The local planning authority may consider approving land development proposals only if there is a storm water management plan and assurance that storm water drainage from development does not increase the peak flow run off into adjacent areas.

POLICY L C11    The local planning authority will support the establishment of River Corridor Enhancement Schemes to provide landscaped buffer zones along the Lucea East River.

*The Built Environment*

The development of our towns and communities has significant impacts on the natural environment and the quality of life of citizens. It is therefore crucial to minimize the potential negative impacts of new development by ensuring that careful site planning and improved standards of design for new development are practiced.

POLICY L C12    A high standard of design will be required for new development in Lucea. The following aspects will receive particular attention:

- (i) height, scale and massing must be compatible with surrounding uses;
- (ii) setbacks and density must be in accordance with the stipulations set out in the Development and Investment Manual;
- (iii) the site layout must respect the topography and natural characteristics of the site;
- (iv) hazard prone sites should be avoided;
- (v) proposals must incorporate a high standard of landscaping with indigenous tree and plant species;



FIFTH SCHEDULE, *contd.*

- (vi) and the use of traditional materials and design features will be encouraged.

It is not the aim of the Planning Authority to constrain innovative design, but to ensure that proposals are compatible with, and if possible enhance, the visual characteristics of the locality within which they will be sited.

POLICY L C13      The local planning authority will not support proposals if they are incompatible with adjacent uses because of visual intrusion, loss of privacy, noise, pollution, traffic generation or opening times.

The pedestrian environment in Lucea is often unsatisfactory. There are minimal sidewalks throughout the local planning area. Where they are provided, surfaces are often uneven and poorly maintained. New development should therefore be encouraged to provide footways along property boundaries and an attractive pedestrian environment, including shade areas.

POLICY L C14      The local planning authority will ensure that any rehabilitation of the main road or any other roads carried out in the area will include adequate sidewalk facility where absent, for the use and safety of pedestrians.

POLICY L C15      Commercial developments in the urban core of Lucea will be required to provide footways along the road frontage for all pedestrians.

Often times the development of buildings in Lucea creates impervious surfaces that water cannot penetrate. This Increases the amount of surface runoff resulting in a number of social and environmental effects of varying degrees.

POLICY L C16      All surface water run-off and storm water on a parcel of land must be disposed of on the same parcel unless otherwise stipulated by the local planning authority.

POLICY L C17      All surface water run-off and storm water on a parcel of land must be disposed of on the same parcel unless otherwise stipulated by the local planning authority.

Lucea coastline is one of the largest scenic areas in Hanover. However, views of the coast are often interrupted by buildings, such as residential developments, hotels, and retail uses. It is therefore important to maintain the character of the undeveloped coast, protecting and enhancing its distinctive landscapes, particularly in areas identified as scenic routes.

POLICY L C18      The local planning authority will not support development that are visually intrusive when viewed from major public right of way in areas identified as scenic route on the Land Use Proposal Map.

FIFTH SCHEDULE, *contd.*

- POLICY L C19 The local planning authority will not support the erection of walls and fences in excess of a maximum height at any point of 1.2m above the nearest point on the footway of such Scenic Route.
- POLICY L C20 The local planning authority will not support the erection of continuous solid material, timber, stone, brick or glass as a boundary wall treatment.
- POLICY L C21 Low stone walls or plastered brick (max. 600mm) and widely spaces pillars (min. 4m) will be permitted.
- POLICY L C22 Apart from existing vegetation the local planning authority will not support the growing of vegetation in such a manner that it would, detrimentally impair the view from a Scenic Route.
- POLICY L C23 The local planning authority in dealing with developments will institute strategies to mitigate against the effects of climate change such as storm surges and erosion within the coastal areas in the Lucea Local Planning Area.

*Historical, Archaeological Sites and Building*

There are a number of historic sites and buildings in Lucea including those designated by the Jamaica National Heritage Trust (JNHT), (Fort Charlotte and the Barracks) and those that may require designation by the virtue of their significance.

- POLICY LC24 The Planning Authority will seek to encourage the Jamaica National Heritage Trust (JNHT) to declare all appropriate sites of historic or archaeological significance as national monuments, or protected national heritage, etcetera.
- POLICY LC25 The Planning Authority will not support development proposals which threaten sites and buildings of acknowledged architectural, historic or archaeological interest.
- POLICY LC26 The Planning Authority will not support any proposed development on historic buildings and sites in absence of consultation with and the approval of the JNHT.
- POLICY LC27 The Planning Authority will support the use and integration of sites in tourism providing that the activity will not have an adverse effect on the site and or building.
- POLICY LC28 The Planning Authority will support the development of lands zoned for office/commercial use around Fort Charlotte for the development of the tourism product for Lucea.

FIFTH SCHEDULE, *contd.*

- POLICY L C29 New development within the town should where possible reflect the Georgian style architecture in order to enhance the town's character.

## HOUSING

In 2011 the population census recorded a total of 2,692 housing units and 2,808 households being accommodated in 2,965 dwelling units. The data showed that there were 157 dwelling units in excess of the number of households. The population of the local planning area is projected to increase to about 8,819 by 2021. With an average household size of 3.1 the number of additional households will be approximately 11.6 which imply that Lucea based on current trends will not require any additional dwelling units by 2021. Notwithstanding with projected increased development in tourism additional housing units may be warranted.

- POLICY L H1 Lands have been identified on the land use proposal map (Inset No.1) for residential purposes and will be encouraged in these areas.
- POLICY L H2 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 L H3 In order to satisfy low income housing demand a mixture of housing solutions will be allowed in large scaled developments, particularly on lands owned by government.
- POLICY L H4 New residential proposals and extensions must adhere to the lot coverage requirements provided and maintain the distance between buildings and property boundaries as stipulated in Appendix 10 of this Order.

Most of the houses within the local planning area are owner occupied and are single detached units. Multi-family type development such as town houses and apartments are limited, however in the event that the need arises such developments will be supported.

- POLICY L H5 The amalgamation of smaller residential lots to allow for multifamily development will be encouraged where the individual lot does not meet the minimum size required for multifamily development.
- POLICY L H6 Multifamily developments may be permitted on parcels of land which are 0.2 hectares ( $\frac{1}{2}$  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.

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FIFTH SCHEDULE, *contd.*

## POLICY L H7

The following density ranges shall apply across the local planning area and may be varied by the Planning Authorities, based on the existing physical conditions in the areas.

- (i) density shall not exceed 250 habitable rooms per hectare (100 habitable rooms per acre) on a minimum lot size of 0.2 hectare ( $\frac{1}{2}$  acre), with building heights not exceeding 6 floors.
- (ii) 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 4 floors.
- (iii) 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) with building heights not exceeding 2 floors.

## POLICY LH8

In new residential development schemes amenity space should be provided as set out in Appendix 10.

There are several residential areas on the hillsides in the local planning area which are characterised by steep slopes making access and development difficult. Notwithstanding these areas also have a visually pleasing landscape which makes them attractive for development. Low density residential development maybe suitable for such lands. However, due to the limitations, posed by the topography, some additional conditions will be necessary to control any adverse effects, so as to maintain and enhance the amenity values of the hillside areas.

## POLICY L H9

In areas of steep slopes ( $25^{\circ}$ – $30^{\circ}$ ) or unstable geology and in areas of conservation or environmental importance where low density accommodation or residential development is contemplated, the development will be prescribed to strict stipulations or conditions and must adhere to the recommendations of the relevant Planning Authorities, and shall be in accordance with the Hillside Development Guidelines which may be revised from time to time.

## POLICY L H10

The local planning authority will not support residential development on slopes greater than 30 degrees.

Non-residential activities in residential areas can provide valued, accessible services for the local community. These can also be used for home-based employment and economic diversification. However, these could also cause a loss of amenity values and be regarded by a community as a symptom of residential (decline or degradation).

FIFTH SCHEDULE, *contd.*

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|--------------|---|
| POLICY L H11 | There will be a particularly strong presumption against industrial and commercial uses not providing an essential service or facility being located within a residential community.                       |
| POLICY L H12 | 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. |

## URBANECONOMY

Lucea has a vibrant local economy as it functions as the main area for employment and commerce for the local population as well as surrounding communities such as Cascade, Dias, Green Island, Kingsvale, Orange Bay, Sandy Bay, Savanna-La-Mar and Grange Hill in Westmoreland. The town has a variety of commercial entities which includes: the retail and wholesale trade; regional banking and insurance outlets; and a number of other business and personal services. Light industries are also located at strategic points throughout the local planning area.

To achieve a more vibrant planning area special attention will be paid to further diversification of the urban economy which will create more jobs in order to achieve more sustained and balanced development of Lucea.

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| POLICY L UE1 | The development of small office, commercial and service industry units will be supported in areas identified for such uses, where the size and type of activity proposed is compatible with neighbouring uses.                 |
| POLICY L UE2 | The planning authority will support the extension of business premises, provided the amenity of neighbouring properties, visual amenity and highway safety are safeguarded.  |
| POLICY L UE3 | Buildings used solely for commercial purposes shall not exceed two (2) storeys in height.  |
| POLICY L UE4 | The local planning authority will support limited/light industrial uses in commercially designated areas if such uses are of a scale, design, or intensity that will have no significant negative impacts to surrounding uses. |
| POLICY L UE5 | The local planning authority will support limited small commercial and light industrial uses in existing residential areas that are auxiliary to that residential area.  |

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FIFTH SCHEDULE, *contd.*

A market is located in Lucea which continues to play an important role in the economy of the Order Area. This provides 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 L UE6      The local planning authority will support the upgrading, expansion and improvements to all market facilities required to make the experience a more pleasurable and worthwhile one for both vendors and customers in terms of layout of stalls, shelter and sanitary conveniences.

POLICY L UE7      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 and developed for the relocation of the market in a reasonable time.

Manufacturing enterprises though limited make a significant contribution to the local economy and are strong employment multipliers. Currently there are a number of industrial enterprises located within Lucea and are concentrated mostly along the main road traversing the area. As the local planning area expands the need to secure suitable locations to meet the demand for such activities is imperative.

POLICY L UE8      Planning permission will be given for the development of additional medium and large-scale industrial development in appropriate locations identified on the Lucea Land Use Proposal (Inset No.1).

POLICY L UE9      The local planning authority will not normally support the conversion of lands designated for light and heavy industrial uses to non-industrial uses.

POLICY L UE10      Development proposals for any use which would result in a significant number of people living or working in proximity of any hazardous industry or storage site will not be permitted.

POLICY L UE11      Mixed uses, in which residential and other compatible uses occur on the same lot will normally be supported by the Planning Authority.

POLICY L UE12      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.

FIFTH SCHEDULE, *contd.*

## SUB-URBAN ECONOMY

Agriculture though not a dominant land use in the Lucea Local Planning Area, is still a source of employment for a number of individuals who practice subsistence farming. It is therefore important that lands of high agricultural value be protected and rationalized to safeguard the economy of the area.

POLICY L SUE1 The local planning authority will give long term protection to the areas which have been delineated as agricultural lands on the land use proposal map and will give long term protection to the needs of agriculture over other planning considerations in dealing with any development of such lands.

POLICY L SUE2 There will be a presumption against development which diminishes the amount of productive or potentially productive agricultural lands in the local planning area.

POLICY L SUE3 The local planning authority will support the development of demonstration farms as tourist attractions and encourage farmers to offer accommodation to visitors.

There are a number of buildings and sites of historical and architectural value in Lucea. Such sites could provide more places for the location of businesses, attractions or a location for meetings and conferences or some other productive use. As such based on its potential the area could be marketed as a heritage and cultural centre and a business tourism destination.

POLICY L SUE4 The Planning Authorities will support the redevelopment of Lucea 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.

## SOCIAL AMENITIES

The social services located in Lucea cater to both the local population as well as several local planning areas inside and outside of the parish of Hanover. The facilities available in Lucea include health facilities, police station, post office, educational facilities, cemetery, community centre, recreational and open spaces.

POLICY L SA1 Developments that would decrease or eliminate social facilities will not be supported unless these are being replaced with a similar facility of equal or greater stature in the immediate neighbourhood.

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FIFTH SCHEDULE, *contd.*

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| POLICY L SA2 | The use of the existing social facilities for other compatible uses will be supported by the Planning Authorities provided the individual requirements are met and these would not be out of character with the area. |
| POLICY L SA3 | The local planning authority should ensure that social facilities have adequate access and amenities for person with disabilities.  |

*Recreation and Open Space*

Open space is an important community amenity which is used for recreational purposes and is set aside for natural resource protection, preservation of cultural and historic resources, scenic vistas, etcetera. Currently there a number of active and passive open spaces throughout the local planning area. The preservation of these are essential as they enhance the character of the built environment, promote public health and safety, provide for outdoor recreation and visual enjoyment.

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| POLICY L SA4 | All lots within the Lucea Local Planning Area that are identified as 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.   |
| POLICY L SA5 | The Planning Authority will seek to encourage the government to acquire privately owned lands for open space and ensure that these areas are maintained and managed.   |
| POLICY L SA6 | Planning permission will not be granted for development on existing open space and recreational land, including playing fields unless the loss resulting from the proposed development would be replaced by the equivalent or provision in terms of quantity and quality in a suitable location; or the development of alternative sports and recreational provision, the needs for which clearly outweigh the loss. |
| POLICY L SA7 | The local planning authority will encourage the use of easements across private property for walk/bike trails and landscaped open spaces.  |
| POLICY L SA8 | Encouragement will be given to making privately owned recreational space available to the public.  |
| POLICY L SA9 | Housing or subdivision applications which involve the creation of more than 10 lots will be required to provide land for recreational open space, at the rate of one hectare   |



FIFTH SCHEDULE, *contd.*

to every 100 lots. Cumulative applications for a smaller number of lots on the same site will be required to comply with the same standard.

*Educational and Institutional*

There are a number of educational and institutional facilities located throughout Lucea. Educational facilities range from basic to secondary schools. The provision of post-secondary facilities is very limited. Based on current and population projections and the school capacity in Lucea, new primary and secondary schools are unlikely to be required. However the need for post-secondary training is evident.

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| POLICY L SA10 | The local planning authority will support the expansion of the Rusea's High School to increase the capacity of the existing school.  |
| POLICY L SA11 | The local planning authority will support proposals for educational facilities providing post-secondary training provided that the requirements specified by the Ministry of Education are met.  |
| POLICY L SA12 | 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 L SA13 | 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. |

Lucea has a Type C hospital which provides a range of services including general medical and surgical care and maternity services. There is also a Type IV health centre that serves the local planning area. The general health of the population is important as such the emphasis will be to continue improving the level of services provided, through repairs and maintenance programmes. Improved ambulance and emergency services are also required throughout the local planning area.

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| POLICY L SA14 | The local planning authority will support the expansion and upgrading of the health facilities as necessary provided that these meet the requirements of this Order and those specified by the Ministry of Education. |
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*Cemetery*

The public cemetery located within the local planning area is utilized by the entire parish of Hanover. As such suitable lands should be acquired for the possible expansion

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FIFTH SCHEDULE, *contd.*

of the existing cemetery or for the siting of a new one based on its current capacity. The local planning authority will not normally support family plot burials on residential lots.

POLICY L SA15      The local planning authority will seek to identify suitable lands to expand the existing cemetery or to establish a new public cemetery.

POLICY L SA16      The local planning authority will support the use of crematorium as an alternative form of burial.

## TOURISM

Although Lucea is not a main tourist area there is great potential for increased economic activities geared towards tourism. Lucea has an ideal location and rich heritage for further establishment in eco- tourism which makes use of the areas' natural environment and historical buildings and monuments. Any activity that involves the sustainable use of the natural resources within the area will be encouraged.

POLICY L TO1      Applications for extension and redevelopment of existing accommodation will be supported and must be acceptable in environmental terms, conform to planning requirements and respect the development guidelines provided in the Development Investment Manual.

POLICY L TO2      The local planning authority will support the expansion of development of nature and heritage-based attractions, provided that the development respects the environmental, historical and social characteristics of the site.

POLICY L TO3      Applications for tourism development in Lucea must incorporate a high standard of design, which respects the natural features of the site. The use of traditional building materials and styles in new development will be encouraged, together with a high standard of landscaping.

## WATER SUPPLY

The water supply in the Lucea Local Planning Area is currently provided by the National Water Commission (NWC) and by private means with the NWC accounting for the majority supply. STATIN (2011) data showed that approximately sixty eight percent (68%) of households had access to potable water piped to their dwellings or yards, while the remaining 32% accessed their water supply from other sources. Currently there seem to be some inadequacy in the supply of potable water and this need to be improved and maintained, to ensure adequacy as population and water demand increases.

FIFTH SCHEDULE, *contd.*

POLICY L WS1	Proposed developments in areas without a reliable piped water supply will be required to construct catchment tanks with adequate capacity to provide water supply requirements to fulfil their needs.
POLICY L 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 L WS3	Rainwater harvesting will be encouraged in residential and other developments to improve access to potable water supply systems.
POLICY L WS4	Developments are encouraged to make provision for the use of rain water/grey water for the watering of plants and gardens.

## WASTE TREATMENT AND DISPOSAL

*Sewage Disposal*

The town of Lucea is not centrally sewered and although the majority (70.2%) of households have access to water closet the waste is treated mostly only at the primary level. In consideration of the significance of the water sources in the local planning area, it is imperative that proper waste disposal systems are utilized.

POLICY L WT1	The local planning authority in consultation with other relevant authorities will seek to identify and secure suitable lands for the development of a central sewage system for the Lucea Local Planning Area.
POLICY L WT2	On the introduction of central sewage system all new buildings or extensions will be encouraged to be connected.
POLICY L WT3	Permission will not be granted for new buildings, change of use or extensions in areas that are not centrally sewered unless the sewage treatment facilities proposed will be treated to at least a tertiary level.
POLICY L WT4	In the absence of a central sewage system the following sewage disposal methods may be permitted in appropriate situations: <ul style="list-style-type: none"> <li>(i) septic tanks and tile field;</li> <li>(ii) Any other safe and appropriate waste disposal technology as may be developed that is acceptable to the planning authorities and other relevant agencies.</li> </ul>

FIFTH SCHEDULE, *contd.**Solid Waste Disposal*

The 2011 STATIN data showed that approximately ninety two- percent (92%) of the households in Lucea had solid waste collected by The National Solid Waste Management Authority (NSWMA) of which eighty seven percent (87%) reported regular collections. Despite the high percentage of garbage collection the disposal of solid waste remains a challenge. There is still a tendency for residents to dispose of waste into drains, gullies and along roadways which result in the frequent blocking of drains which is evident during periods of rainfall.

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| POLICY L WT5 | All developments are required to provide adequate garbage disposal receptacles on their premises and are responsible for disposing of waste in an appropriate manner.  |
| POLICY L WT6 | The local planning authority will encourage the placement of garbage receptacles at strategic locations in the local planning area by the relevant authorities.  |
| POLICY L WT7 | The indiscriminate and unsatisfactory disposal of waste will not be encouraged and the local planning authority will support the routine collection and recycling of such waste as much as possible together with the facilities for this to take place. |

## HOPEWELL LOCAL AREA PLAN

Hopewell is a coastal local planning area classified as a District Centre in the National Physical Plan 1978—1998. It is located approximately 22.9 kilometres (14.2 miles) east of the parish capital, Lucea and approximately 14.3 kilometres (8.9 miles) west of the city of Montego Bay. The local planning area spans an approximate area 45.01664 square kilometres (11,123.9 Acres) to include several communities. It extends from Round Hill in the east to Bamboo and Lookout in the south; Orchard in the west and the Caribbean Sea to the north. This district centre is the second largest local planning area within the Order Area. (See Map Inset No.2).

There are 5,222 persons (STATIN 2011 Population Census) residing within the local planning area; with a density of 1,137 persons per square kilometre. The local planning area has been steadily increasing over the last decade as the population grew by approximately 50.3 percent (50.3%) since 2001. An annual growth rate of 4.2 percent (4.2%) was recorded for the inter-censal period (2001 – 2011). Assuming that this growth rate remains constant it is projected that the population will further increase to 11, 328 persons by the year 2030.

The local planning area has a vibrant and bustling environ with a diverse range of activities in terms of services, commerce, education and health. However, development is limited by the terrain to the south of the local planning area where there are indications

FIFTH SCHEDULE, *contd.*

of land slippage and erosion. These other factors must be carefully considered and coordinated by the relevant authorities to ensure sustainable development of the local planning area.

## TRANSPORTATION AND TRAFFIC

Hopewell Local Planning Area's transportation system consists of roadways (main, secondary, parochial), public passenger vehicles and private vehicles. However, the main mode of transportation is public transportation which is comprised of taxis and buses. The Dr Aston King Highway is the main thoroughfare which traverses the planning area. It is a segment of the North Coast Highway which connects other coastal local planning areas en route to the parishes of Westmoreland and Saint James. The appropriate General Development and Transportation and Traffic Sectoral Policies of this Order maybe applied where relevant.

*Public Transportation Centre*

The Hopewell Transport Centre is located along the Dr Aston King Highway. Built and operated by the local planning authority to alleviate traffic congestion within the town centre due to the lack of parking provisions for public passenger vehicles. However, the facility is underutilized as taxis and buses are still being parked and operated along the roadsides inhibiting other road users resulting in traffic congestion especially during peak hours.

POLICY HO T1 The local planning authority will:

- (i) seek to identify suitable lands for the expansion of Hopewell Transport Centre if the need arises and should ensure that all public passenger vehicles operate from this facility;
- (ii) ensure that transportation routes and bays are clearly identified and marked to facilitate smooth operation of the facility;
- (iii) ensure that the transportation centre is provided with amenities necessary for the use and comfort of commuters such as snack counters and toilet facilities and that vending activities are regulated;
- (iv) ensure that the facility has adequate access and facilities for person with disabilities.

*Road Network*

The Dr Aston King Highway is generally congested within the town centre during peak hours. This situation is further exacerbated within the vicinity of its intersection

FIFTH SCHEDULE, *contd.*

with Bamboo Avenue due to street side vending, illegal parking and the haphazard letting off and picking up of passengers by public transport. The proliferation of developments along this roadway with the increased traffic now necessitates intervention to ensure the smooth flow of traffic through the town.

There are also sections along roadways that are very narrow and lack sidewalk facilities. The local planning authority will support the rehabilitation of the road network including the installation of sufficient lay-bys, bus bays, sidewalks and other related infrastructure.

POLICY HO T2      The local planning authority will seek to develop a road widening, improvements and maintenance programme.

POLICY HO T3      The Planning Authorities will support any rehabilitation of the arterial or any other roads in the area so as to improve or add adequate sidewalk facilities, for the use and safety of pedestrians and persons with disabilities. Policy SP T10 also applies.

*Vehicular Parking*

The town of Hopewell is heavily utilised by pedestrians and vehicular traffic. Like many older towns in Jamaica, the area has a chronic problem of inadequate parking spaces both on and offsite. Commercial entities with parking areas are often occupied by taxis and buses, which prevent customers from accessing these parking spaces. As a result vehicles are often parked along roadsides inhibiting pedestrians and vehicular movement.

POLICY HO T4      To avoid increased congestion within the town centre, 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 HO T5      All new development or extensions are required to provide adequate on-site parking for staff and customers as set out in the parking regulations (Appendix 7), unless it is impractical or not feasible to do so; in which case alternative arrangements for parking will have to be made and approved by the local planning authority.

POLICY HO T6      The local planning authority shall seek to provide and implement parking arrangements for disabled which will be in accordance with Appendix 7 and Figure 2.

There are some developments within the urban core that are constructed for the most part, without parking provisions and a one to one (1:1) lot coverage. This does not allow for parking or delivery of goods resulting in traffic congestion. Additionally

FIFTH SCHEDULE, *contd.*

it limits expansion of existing buildings and or redevelopment of the town centre. It will be important for suitable parking solutions to be provided in new developments, and arrangements must be made for the parking needs of the disabled.

POLICY HO T7      The local planning authority will seek to identify and secure suitable lands for the development of off-site parking facilities such as parking lots or garages to supplement the parking accommodation within the town centre.

Where parking facilities are provided, these should be adequately landscaped to improve the appearance of developments. The provisions detailed in Figure 5 should be adhered to.

POLICY HO T8      All commercial car parks should have at least ten percent of the parking area landscaped to the satisfaction of the Planning Authorities.

POLICY HO T9      All new developments having outdoor parking lots shall make use of green and or permeable parking surface techniques.

## CONSERVATION OF THE NATURAL AND BUILT ENVIRONMENT

*The Natural Environment*

The Hopewell Local Planning Area has an elevation ranging from approximately 3m–275m above sea level. The southern section is undulating with ravines and valleys in sections while the northern section is relatively flat. There are sections that are heavily vegetated and are rich in natural resources as it has a wide variety of flora and fauna. However, there are no forest reserves.

POLICY HO C1      No development will be allowed in areas identified as areas of outstanding landscape beauty, outdoor recreational potential, special scientific interest due to the presence of unique flora, and fauna and vulnerable watershed areas which would conflict with the policies of this Order.

The local planning area falls within the Lucea River Watershed Area which at present is severely degraded in sections. Considerations should be taken when granting permission for buildings and other forms of development that there are no adverse impacts on the environment.

POLICY HO C2      Planning permission will not be granted for any form of development that will in anyway result in wanton destruction of the heavily vegetated areas.

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FIFTH SCHEDULE, *contd.*

There are several rivers and streams traversing the local planning area. These water sources are used for recreational, domestic and agricultural purposes within the community. The existing vegetation and the presence of rivers and streams enhances the amenity of the area and should be protected.

POLICY HO C3 All rivers and streams will be preserved for domestic, agricultural and recreational purposes and the local planning authority will not grant permission within their reaches for any activity that will defeat this purpose.

POLICY HO 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 be varied by the Planning Authorities based on the existing physical conditions of the area.

POLICY HO C5 The Planning Authorities will ensure that environmentally sensitive or vulnerable areas should be reserved as natural areas and greenbelt preserves for recreation whenever possible and used as open space buffers between incompatible land uses.

Population growth has resulted in the increase of developments especially along the highway. As such the natural drainage flow has been interrupted along sections resulting in flooding. Additionally the local planning authority should ensure that drains are constructed and maintained along roadways.

POLICY HO C6 Planning permission will not be given for any form of development which will result in the disruption or blockage of any natural run off channel.

POLICY HO C7 The local planning authority should ensure that drainage channels are built along roadways and maintained.

The Orchard bathing beach enhances the amenity value of the local planning area. It is prudent that the relevant authorities restrict the intensity of development within this general area and will seek to ensure that residents and visitors are able to have access to the beach and coastline.

POLICY HO C8 Planning permission will not be granted for any development which will restrict residents and visitors from gaining access to the beaches via established pathways for bathing or recreational use.

There are undeveloped sections along the Hopewell coastline and it is also being recommended that developments within these areas should be of a temporary nature, low density and should not reduce strategic views.



FIFTH SCHEDULE, *contd.*

- POLICY HO C9 Development will normally not be permitted if it is likely to cause a loss, or material damage to the beach, landscape areas and features which are of scenic and/or unspoilt quality.
- POLICY HO C10 Proposals for high buildings will not be allowed in or adjacent to strategic view points and land marks.
- POLICY HO C11 All new or extension to existing developments along the coastal area should be of a temporary nature, low density and will be setback in accordance with the guidelines provided in Figure 4.
- POLICY HO C12 The local planning authority in dealing with developments will institute strategies to mitigate against the effects of climate change such as storm surges and erosion within the coastal areas in the Hopewell Local Planning Area.

Overwater structure developments in commercial, tourism, and other hospitality developments can impact on the ecological functions of the marine environment. The design, siting, construction and operations of such developments should be properly monitored to ensure that planning takes place in a sustainable and harmonious manner so that marine resources are protected.

- POLICY HO C13 The development of overwater structures will not be permitted in the following areas:
- (a) areas within 100m from a coral reef;
  - (b) declared public bathing and fishing beaches;
  - (c) fish sanctuaries;
  - (d) marine protected areas;
  - (e) navigational channels;
  - (f) within 100m of river mouths and drainage features;
  - (g) areas with 30m of mangroves and riparian forests;
  - (h) exposed and high energy coast line;
  - (i) within 30m of underground infrastructures example cables and pipelines;
  - (j) proposed development areas with 30% or more sea grass coverage.
- POLICY HO C14 Overwater structures shall be in accordance with the Overwater Structures Planning Guideline.

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FIFTH SCHEDULE, *contd.**The Built Environment*

The Hopewell Local Planning Area is characterised by one, two and three storeys building. Building use ranges from commercial, office and residential among other uses. It is not the aim of the Planning Authority to constrain innovative design, but to ensure that proposals are compatible with, and if possible enhance, the visual characteristics of the locality within which they will be sited.

POLICY HO C15      The local planning authority will not support proposals which are incompatible with adjacent uses because of visual intrusion, loss of privacy, noise, pollution, traffic generation or opening times.

*Historical, Archaeological Sites and Buildings*

There are no declared historic site/buildings or monuments. However, there are ruins on the Round Hill estate that are of significance and should be preserved as historic.

POLICY HO C16      Planning permission will not be given for any development that would damage any building/monuments, or which would adversely affect its setting.

## HOUSING

Housing infrastructure within the Hopewell Local Planning Area is predominantly single family residential units, constructed mainly of concrete. The housing units are characterized by one, two and three storey buildings and multi-family developments in some cases. The 2011 population census revealed that in the area there are 1,323 housing units and 1,747 households.

Currently there is a surplus in dwelling units based on the current population of 5, 222 persons. However, the population is projected to increase by 6,104 persons by the year 2030; as such 2,035 dwelling units will be required to satisfy housing demand. The local planning authority should ensure that suitable lands are reserved to accommodate the projected housing demand.

In an effort to reduce sprawl in the planning area, various types of residential options should be encouraged. The appropriate policies in the Housing Sector Policies of this Order may be applied where applicable.

POLICY HO H1      Residential single family unit or duplex dwellings will be allowed on lots which satisfy the relevant planning guidelines.

FIFTH SCHEDULE, *contd.*

POLICY HO H2	Proposals for high density residential developments will normally be considered once all planning and environmental standards are met.
POLICY HO H3	Multi family development will be allowed at suitable locations on a minimum lot size of 0.2 hectares (½ acres) and the local planning authority will take in consideration. The character of the surrounding developments. .
POLICY HO H4	<p>The following density ranges shall apply across the local planning area and may be varied by the Planning Authorities, based on the existing physical conditions in the areas.</p> <ul style="list-style-type: none"> <li>(i) density shall not exceed 250 habitable rooms per hectare (100) habitable rooms per acre) on a minimum lot size of 0.2 hectare (½ acre), with building heights not exceeding 6 floors.</li> <li>(ii) density shall not exceed 125 habitable rooms per hectare (50 habitable rooms per acre) on a minimum lot size of 0.2 hectare (½ acre) with building heights not exceeding 4 floors.</li> <li>(iii) density shall not exceed 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 2 floors.</li> </ul>
POLICY HO H5	In areas of steep slopes or unstable geology and in areas of conservation or environmental importance where low density accommodation or residential development is contemplated, the development will be prescribed to strict stipulations or conditions and must adhere to the recommendations of the relevant Planning Authorities, and shall be in accordance with the Hillside Development Guidelines which may be revised from time to time.
POLICY HO H6	The amalgamation of smaller residential lots to allow for multifamily development will be encouraged where the individual lot does not meet the minimum size required for multifamily development.

The incidence of informal developments is minimal within the local planning area. As such it is prudent that the Planning Authorities develop and implement sustainable strategies to mitigate against these settlements.

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FIFTH SCHEDULE, *contd.*

POLICY HO H7 In order to satisfy low income housing demand a mixture of housing types will be encouraged in large scaled developments at suitable locations.

POLICY HO H8 The Planning Authorities along with the relevant agencies will seek to ensure that informal settlements are not established throughout the local planning area.

In areas where residential uses are near to non-residential activities, there is the possibility of encroachment by such activities into the residential areas. The local planning authority will not tolerate changes which are not compatible to residential development.

POLICY HO H9 Industrial and commercial uses not providing an essential service will not normally be located within a residential community.

POLICY HO H10 Proposals for partial change of use of a residential property to a non-residential use will be permitted only if the non-residential activity is normally carried out in the day time and the amenity privacy and enjoyment of neighbouring dwellings are not adversely affected. Such activities will require special approval from the local planning authority.

POLICY HO H11 Planning permission will not normally be granted for any development which would result in a net loss of residential units especially for those not able to compete in the housing market.

## URBAN ECONOMY

Hopewell is a rapidly growing local planning area that has a vibrant commercial core. Commercial activities include transportation services, small business operations (restaurants, grocery and retail stores, and bars). It has several surrounding districts which depend on its social and commercial entities.

The projected population growth for the local planning area will result in demands for the provision of additional services and facilities to meet the needs of the residents. Developments that will boost the economic base of the area will be supported in designated areas as shown on the Hopewell Local Planning Area Land Use Proposed Zoning Map (Inset 2). The appropriate policies set out in the Fifth Schedule of this Order may be applied where relevant.

POLICY HO UE1 Due considerations will be given to proposals for the establishment of commercial and other service facilities as the need arises in the local planning area.

FIFTH SCHEDULE, *contd.*

- POLICY HO UE2 Industrial developments and service industries which are compatible with the general character of the area and have no adverse impact on the environment will be supported.

Mixed land uses enable buildings/sites to be used to their full potential. Such activities will be encouraged in areas designated for mixed use developments and could introduce life to the town, especially at nights. However where land uses are incompatible this will not be encouraged.

- POLICY HO UE3 The local 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.

- POLICY HO UE4 For commercial and office uses, the building may be located hard on the property boundaries subject to the provision of adequate parking on a separate lot or floor to the satisfaction of the Planning Authorities and will not apply if the development adjoins residential uses.

- POLICY HO UE5 The Planning Authorities will support private sector initiatives aimed at maintaining and improving the commercial and industrial sectors to enable employment opportunities in appropriate locations.

- POLICY HO UE6 The local planning authority will ensure that the Hopewell Market is upgraded to provide required facilities for both vendors and patrons.

## SUB-URBAN ECONOMY

Agriculture and fishing which were once the dominant economic activities are slowly declining due to the shift in development and economic trends since the last decade. As a result subsistence farming is becoming the more dominant practice whilst large parcels of agricultural lands becomes ruinate or used for the rearing of animals in the sub-urban areas. Crops and produce grown among other goods are sold daily in the Hopewell Market located within the town centre. There is need to diversify the sub-urban economy and the Planning Authorities will support proposals that will provide employment for residents so as to strengthen this economy. (See SP RE8)

- POLICY HO SUE1 Light industrial developments including agro-processing and cottage industries which are compatible with the general character of the area will be encouraged in Hopewell.

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FIFTH SCHEDULE, *contd.*

POLICY HO SUE2      Agricultural activities such as poultry and animal rearing which do not depend on the quality of the soil and which can contribute to the rural economy will be supported by the local planning authority on poor quality agricultural land.

Small retail shops on residential properties are dispersed across the local planning area; and supplement the sub-urban area's labour force while providing quick retail access for residents.

POLICY HO SUE3      Proposals for small shops in the areas will be given consideration in appropriate locations and must not detract from the residential amenities of the area.

## SOCIAL AMENITIES

The Hopewell Local Planning Area has several community facilities to effectively function as such. These facilities not only serve the communities within the local planning area but also other communities. Residents have access to health, a range of educational, institutional, and social facilities. However, there is an acute shortage of public open spaces and recreational areas. The area however is lacking a police station.

POLICY HO SA1      The local planning authority will support the expansion and upgrading of all social facilities as the need arises.

POLICY HO SA2      The local planning authority should ensure that social facilities have adequate access and amenities for person with disabilities.

POLICY HO SA3      Developments that would decrease or eliminate any of the social facilities in the local planning area will not be supported unless being replaced with a similar facility of equal or greater stature in the locality.

*Educational and Institutional*

There are several educational facilities located within the local planning area: basic schools, primary school, and a high school. These facilities serve the local populace, neighbouring communities and in some cases neighbouring parishes. These facilities should be upgraded as the need arises.

POLICY HO SA4      The local planning authority will assist in identifying suitable lands within the local planning area to establish additional educational and institutional facilities as the need arises.

FIFTH SCHEDULE, *contd.*

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| POLICY HO SA5 | New proposals for educational and institutional uses will be assessed on a case by case basis and shall conform to all required planning standards. |
| POLICY HO SA6 | All educational or institutional facilities must meet the requirements of the Ministry of Education and policy of the local planning authority.     |
| POLICY HO SA7 | Building heights for schools and churches shall not exceed three and two storeys, respectively.   |

*Open Space/Recreational Areas*

Public open spaces and recreational areas are limited within the local planning area. Residents utilize school playgrounds and the Orchard Sports Complex for social events. Suitable lands should be sought for the establishment of a public open space inclusive of a multi-purpose community centre that is accessible to all residents. Seaward lands within the vicinity of the Orchard should be zoned and used for seaside parks.

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| POLICY HO SA8  | The local planning authority in conjunction with the relevant authorities will seek to identify suitable lands within the local planning area to be used for recreational purposes including a multi-purpose community centre.     |
| POLICY HO SA9  | All lots within Hopewell Local Planning Area that are zoned as 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 HO SA10 | No structure shall be allowed on any public open space that does not complement the use thereof.   |
| POLICY HO SA11 | Areas zoned as seaside parks should be landscaped and provided with amenities ancillary to the use and be used for recreational purposes only.   |

*Cemetery*

The public cemetery located within the local planning area has reached its capacity. As such suitable lands should be acquired for the possible expansion of the existing cemetery or for the siting of a new one. Currently residents use church or public cemeteries located in other surrounding local planning areas. The local planning authority will not normally support family plot burials on residential lots.

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| POLICY HO SA11 | The local planning authority will seek to identify suitable lands to expand the existing cemetery or to establish a new public cemetery. |
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FIFTH SCHEDULE, *contd.*

- POLICY HO SA12 The local planning authority will support the use of crematorium as an alternative form of burial.

## TOURISM

The Round Hill Hotel is the only tourism facility located within the local planning area. There is potential for growth in this industry to strengthen the economic base of the local planning area.

- POLICY HO TO1 The local planning authority will support proposals for small scale tourism activities such as small cabins/resorts and hiking trails as long as these are not detrimental to the environment.
- POLICY HO TO2 New tourism developments will normally be supported in suitable areas to increase the economic potential of the local planning area provided that the integrity of the area is not compromised.
- POLICY HO TO3 The local planning authority will support the provision or improvement of ancillary tourism facilities provided the amenities of the area can be safeguarded and there will be no adverse impact on adjoining developments.

## WATER SUPPLY

STATIN Data (2011) reveals that ninety-four percent (94%) of the households in the Hopewell Local Planning Area have access to public water facilities. Currently water supply to the area is provided through several pump and lift stations. However some of these facilities are not reliable and needs to be repaired.

- POLICY HO WS1 The local authority will ensure that the relevant authorities upgrade and improve the existing public water supply system to adequately service the local planning area.

Residents in hilly areas where public water facilities are absent rely on rivers, streams and catchment tanks for water supply. Although piped water is being supplied to more areas, some residents will still be dependent on catchment tanks and therefore these should not be abandoned.

- POLICY HO WS2 All developments shall be required to provide catchment tanks or some other method of harvesting rain water to satisfy their needs in the absence of a piped water supply system.
- POLICY HO WS3 The construction of rainwater catchment tanks will be encouraged by the Planning Authorities for residential developments and areas without public water supply.



FIFTH SCHEDULE, *contd.*

- POLICY HO WS4 New developments which are served with a piped domestic water supply system are encouraged to make provision for the use of rain water/grey water for the watering of plants and gardens.

## WASTE TREATMENT AND DISPOSAL

*Sewage Disposal*

There is no centralized sewage disposal system in the local planning area. Septic tanks are used along with absorption pits as the main method of disposal. STATIN Data (2011) reveals that twenty-eight percent (28%) of the household used pit latrine, while seventy percent (70%) had water closets. However, all methods of disposal should conform to those recommended by the Ministry of Health, the Natural Resources Conservation Authority (NRCA), the local planning authority and all other relevant authorities.

- POLICY HO WT1 Permission will not be granted for new buildings or extensions in areas without central sewage unless the sewage treatment facilities proposed will treat the sewage produced to at least a tertiary level.
- POLICY HO 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; or
  - (ii) any other safe and appropriate waste disposal technology as may be developed that is acceptable to the Planning Authorities and other relevant agencies.
- POLICY HO WT3 On the introduction of a central sewerage system to the area all developments will be required to connect to this facility.

*Solid Waste Disposal*

The local planning area is serviced by the Western Parks and Markets garbage collection system. According to 2011 census data, of the 1,747 households within the local planning area, seventy-three percent (73%) have access to public garbage collection facilities. The inefficiency in the garbage collection system has resulted in overflowing skips and the presence of small illegal dump sites throughout the local planning area.

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FIFTH SCHEDULE, *contd.*

POLICY HO WT4 The indiscriminate and unsatisfactory disposal of waste will not be encouraged and the local planning authority will support the routine collection and recycling of such waste and the facilities to undertake same.

The limited garbage facilities can have an adverse effect on the amenities and health of neighbouring properties and the general environment through the infestation of rodents and insects. All development should therefore make provision for proper waste storage collection in tamper and rodent proof devices.

POLICY HO WT5 All developments will be required to make adequate provision for the storage and collection of waste matter which should if possible be sorted into non-recyclable and recyclable categories.

POLICY HO WT6 The disposal of waste into sinkholes and caves will not be supported by the Planning Authority.

## SANDY BAY LOCAL AREA PLAN

*Description*

Sandy Bay is a seaside town, in western Jamaica which was created in the immediate post-emancipation period when Baptist Missionary, Thomas Burchell, purchased land for the creation of a “free village” for former slaves. Despite Sandy Bay’s proximity to the large bustling resort town of Montego Bay, the area is surprisingly undeveloped.

During the 2001-2011 intercensal period the population grew from 2,728 persons to 3,964 persons representing a growth rate of 3.8% per annum over the period. Assuming that the growth rate remains stable, the population is expected to increase to 8128 persons in 2030.

In 2011, Sandy Bay Local Planning Area depicted a mature population, with a dependency ratio of 55%.

## TRANSPORTATION AND TRAFFIC

*Public Transportation Centre*

Public transportation is available in the form of route taxis to and from the various adjoining communities and this service is usually satisfactory. There is no transportation centre located within the local planning area, however the town has one taxi parking area for loading and unloading of people and goods. This arrangement seems inadequate as taxis are parked on the outside of the designated area resulting in a pile up of traffic. With the increase and further anticipated growth in the population it is desirable to have this area upgraded and properly maintained for the safe usage of all users.

FIFTH SCHEDULE, *contd.*

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| POLICY SB T1 | The local planning authority will seek to identify suitable lands for the development of a Transportation Centre where all public passenger vehicles can operate from this facility.   |
| POLICY SB T2 | The local planning authority should ensure that the facility has adequate access and facilities for person with disabilities.  |
| POLICY SB T3 | Bus bays are to be located within areas off the main carriage way so that the buses/taxis can pick up and let off passengers safely. Such bus bays must be sited so not to impede the sight lines of other traffic and allow the buses to enter and leave the lay-by safely. |

*Road Network*

Road networks are vital to land-use and transportation, since they determine the lines of communication that occur within a particular locality. The road network in Sandy Bay is linear in pattern with few service roads leading into nearby settlements which are considered a part of the same community. The overall condition of the Sandy Bay main road is satisfactory. The roads are narrow with limited sidewalk facilities causing traffic congestion in the area. Majority of the service roads however are in need of repair.

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| POLICY SB T4 | 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 pedestrians and persons with disabilities. Policy SP T10 also applies. |
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The North Coast Highway which passes through the town of Sandy Bay forms part of the all island highway improvements program.

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| POLICY SB T5 | The local planning authority will not grant permission for development which would adversely affect plans for lands which form part of the all island highway improvements program. |
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*Vehicular Parking*

Commercial facilities in Sandy Bay (especially those along the Sandy Bay Main Road) have been constructed without any provision for onsite parking facilities. A few arrangements have been made for on-site parking for new and existing commercial developments. The provision of off-street parking will ensure efficiency of the road and transportation systems of the area, as it will allow traffic to flow more smoothly and with less interruption.

FIFTH SCHEDULE, *contd.*

- POLICY SB T6 New developments shall be required to provide adequate on-site parking facilities or where feasible a private car park on an alternate site in a suitable and accessible location to the satisfaction of the local planning authority.
- POLICY SB T7 All new developments having outdoor parking lots shall make use of green and or permeable parking surface techniques.
- POLICY SB T8 The local planning authority shall seek to provide and implement parking arrangements for disabled which will be in accordance with Appendix 7 and Figure 2.

## CONSERVATION OF THE NATURAL AND BUILT ENVIRONMENT

*The Natural Environment*

Along sections of Sandy Bay's coast are stands of lush mangrove vegetation. The coastal main road in the Sandy Bay Local Planning Area is a scenic route with fishing and bathing beaches.

- POLICY SB C1 To preserve the scenic beauty of the area the Planning Authority will not normally support any development that would block any outstanding view of the coastline.
- POLICY SB C2 Permission will not be granted by the Planning Authority for the mining or removal of sand from the beach to aid in construction or any other activity.
- POLICY SB C3 A minimum coastal setback of 15m from mean high water mark will be required for new developments. Where the site has a mean slope to the coast of 1:20 or less, a setback of 30m may be required. Larger setbacks may also be required in areas prone to coastal erosion. The Planning Authority may also determine site-specific setbacks, based on the following factors:
- (i) the elevation, geology and profile of the site;
  - (ii) the position and height of the storm beach ridge;
  - (iii) the existence of a protective reef, natural harbour, coastal vegetation or coastal structure;
  - (iv) records or evidence of tidal inundation in the past.

FIFTH SCHEDULE, *contd.*

- POLICY SB C4 The Planning Authority will only support development in the undeveloped coast area that allow for views or windows to the sea.
- POLICY SB C5 The Planning Authority will only permit developments if it will not be detrimental to the environmental quality of the surroundings or will not materially detract from the unspoilt scenic quality of the undeveloped coast.
- POLICY SB C6 The local planning authority in dealing with developments will institute strategies to mitigate against the effects of climate change such as storm surges and erosion within the coastal areas in the Sandy Bay Local Planning Area.

Overwater structure developments in commercial, tourism, and other hospitality developments can impact on the ecological functions of the marine environment. The design, siting, construction and operations of such developments should be properly monitored to ensure that planning takes place in a sustainable and harmonious manner so that marine resources are protected.

- POLICY SB C7 The development of overwater structures will not be permitted in the following areas:
- (a) areas within 100m from a coral reef;
  - (b) declared public bathing and fishing beaches;
  - (c) fish sanctuaries;
  - (d) marine protected areas;
  - (e) navigational channels;
  - (f) within 100m of river mouths and drainage features;
  - (g) areas with 30m of mangroves and riparian forests;
  - (h) exposed and high energy coast line;
  - (i) within 30m of underground infrastructures example cables and pipelines;
  - (j) proposed development areas with 30% or more sea grass coverage.
- POLICY SB C8 Overwater structures shall be in accordance with the Overwater Structures Planning Guideline.

The public bathing beach lacks suitable facilities such as changing rooms, showers, lockers and restaurants or snack counters. Efforts should therefore be made to have these facilities installed or improved to provide the added conveniences to users.

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FIFTH SCHEDULE, *contd.*

- POLICY SB C9      The local planning authority shall seek to have the relevant agencies install and improve the facilities at the public bathing beach and shall generally support any action in this regard pursuant to the other policies set out in this Development Order.

*The Built Environment*

The Sandy Bay LPA is the home of the Tryall Great House and Ruins of Sugar Works is a declared national historical site. The Barbican Estate/ Kenilworth Ruins is also a declared site however it is outside the boundaries of the Sandy Bay Local Planning Area.

- POLICY SB C10      All proposals for the alteration, use and extension of the Tryall Great House and The Barbican Estate should be designed so that it is in keeping with preservation guidelines prepared by the Jamaica National Heritage Trust (JNHT).
- POLICY SB C11      The local planning authority will not grant planning permission for any development which would adversely affect the character and appearance of any historical monument/building or site or which would adversely affect its setting.
- POLICY SB C12      Permission will not be given for development within the vicinity of any monument or site listed by the Jamaica National Heritage Trust (JNHT) until after consultation with that body.

## HOUSING

Housing infrastructure within the Sandy Bay Local Planning Area is predominantly single family residential units, constructed mainly of concrete. The 2011 population census, revealed that Sandy Bay had a total number of 1,283 housing units with 1,324 households accommodated in 1,600 dwelling units. The number of households did not exceed the number of dwelling units implying that Sandy Bay was not experiencing any housing shortages.

- POLICY SB H1      Residential single family unit or duplex dwellings will be allowed on lots which satisfy the relevant planning guidelines.
- POLICY SB H2      Proposals for high density residential developments will normally be considered.

FIFTH SCHEDULE, *contd.*

POLICY SB H3 The following density ranges shall apply across the local planning area and may be varied by the Planning Authorities, based on the existing physical conditions in the area.

- (i) density shall not exceed 250 habitable rooms per hectare (100 habitable rooms per acre) on a minimum lot size of 0.2 hectare ( $\frac{1}{2}$  acre), with building heights not exceeding 6 floors.
- (ii) 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 4 floors.
- (iii) 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) with building heights not exceeding 2 floors. of the methods approved by the appropriate authority.

POLICY SB H5 The amalgamation of smaller residential lots to allow for multifamily development will be encouraged where the individual lot does not meet the minimum size required for multifamily development.

Uncontrolled development on hillsides is a potential hazard as this increases the area's susceptibility to slope failure, erosion and drainage problems. In an effort to protect the stability of these environmentally sensitive areas control has to be exercised over development proposals to prevent the destruction of trees and the construction of hard paving that contributes to excessive runoff.

POLICY SB H6 Housing development will not be allowed on land that is steep and unstable, vulnerable to erosion, slippage, subsidence, flooding or other natural hazards or which will involve costly extra ordinary precautions to safeguard.

POLICY SB H7 The local planning authority will not grant permission for any development located in environmentally sensitive areas.

The need for affordable housing or land usually gives rise to informal settlements. The local planning authority will support the regularization and upgrading of such

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FIFTH SCHEDULE, *contd.*

communities where the sites have been proven to be suitable, or relocation of such communities to more suitable sites.

POLICY SB H8 In areas where it is feasible to regularize existing informal settlements, the local planning authority will work with the relevant authority in order provide safe and orderly development.

POLICY SB H9 To meet the housing demands of the area land should be provided to meet the needs for service lots and/or starter units. Where government owned properties exist, land shall be reserved on these sites for housing purposes and be released on a timely basis to the housing sector specifically targeting the low end of the housing market.

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 Sandy Bay Local Planning Area is hilly in some sections 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 SB H10 In areas of steep slopes or unstable geology and in areas of conservation or environmental importance where low density accommodation or residential development is contemplated, the development will be prescribed to strict stipulations or conditions and must adhere to the recommendations of the relevant Planning Authorities, and shall be in accordance with the Hillside Development Guidelines which may be revised from time to time and shall be in accordance with the hillside development guidelines which may be revised from time to time.

Sandy Bay is predominantly a residential community; however in many instances, mixed uses occur where residential and other uses occur either on the same lot or in the same building. These establishments should be compatible with residential use and be ancillary to the residential use of the lot. Signs and hoardings should be kept to a minimum so as not to diminish the residential nature of the area.

POLICY SB H11 Planning permission will normally be granted for mixed use activities where they are compatible with the residential character and will not cause damage to the amenities of the area.



FIFTH SCHEDULE, *contd.*

## URBAN ECONOMY

The majority of the economic activities in the Sandy Bay Local Planning Area are located linearly along the Sandy Bay Main Road. These activities provide jobs in the commercial, industrial and service sectors.

Economic development is necessary for the revitalization of the Sandy Bay community. The local planning area is not self-sustaining, and is not equipped to maintain economic prosperity, jobs, and public services without first creating a competitive environment to stimulate growth.

POLICY SB UE1      The local planning authority along with other relevant authorities will seek to implement strategies to invest in the revitalization and infrastructure of the town's central business district

POLICY SB UE2      The local authorities will seek to develop the urban economy of the local planning area through the identification of suitable sites for the diversification of various compatible uses.

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

There are a number of mixed use activities present throughout the local planning area. Mixed uses such as residential and commercial activities adjoining each other will be encouraged to enable buildings to be used to their full potential and introduce life to the town. However, where land uses are incompatible this will not be encouraged.

POLICY SB UE4      Compatible mixed uses that satisfy the needs of the residents and create additional jobs will be encouraged by the local planning authority.

POLICY SB UE5      The local planning authority is disposed towards home based cottage industries in areas where they are compatible with the existing surrounding developments and will be not be harmful to the environment.

POLICY SB UE6      Light industrial developments, agro-processing and service industries which are compatible with the general character of the area and have no adverse impact on the environment will be encouraged in the Sandy Bay Local Planning Area which will facilitate the development of the agriculture sector.

FIFTH SCHEDULE, *contd.*

## SOCIAL AMENITIES

The Sandy Bay Local Planning Area has several basic social amenities necessary for the enhancement of the livelihood of residents. These include churches, health centre, schools, post offices, and a police station.

POLICY SB 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 SB SA2 The local planning authority will support the use of any of the social facilities listed above for a compatible use that will not detract from the original use.

*Open Space/Recreational Area*

Open spaces provide for a wide range of outdoor activities and is an indispensable element of the urban environment. The attractiveness, ease of access and the standard of maintenance are some of the qualitative factors to be considered in selecting open spaces. Children should not be overlooked in the process by placing their play spaces within areas which are in proximity to other social amenity.

Within the local planning area recreational areas/open spaces are provided primarily as part of subdivisions or on school compounds.

All open/green spaces within the boundaries of the local planning area must be protected. Additionally, adequate provisions are to be made to provide sufficient open/green spaces in multifamily developments.

POLICY SB SA3 All lots within Sandy Bay Local Planning Area that are zoned 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.

POLICY SB SA4 Land is to be provided in all new housing developments for open space and other amenity purposes at the rate set out in the Development and Investment Manual and such lands can either be for active or passive recreational purposes.

POLICY SB SA5 No structure shall be allowed on any public open space that does not complement the use thereof (example Telecommunication Towers and billboards, etcetera.).

FIFTH SCHEDULE, *contd.**Educational and Institutional*

There are a few educational facilities within the local planning area, however, there is a need for refurbishment and upgrading of several of these facilities. With the urbanization of the Sandy Bay LPA the local planning authority will support proposals for new educational institutions to accommodate the increasing population.

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| POLICY SB SA6  | The local planning authority will support the upgrading and refurbishing of educational and institutional facilities by the relevant agencies within the local planning area.   |
| POLICY SB SA7  | The local planning authority shall generally be in support of private interests seeking to establish educational or institutional facilities as long those meet the requirements of the Development and Investment Manual – Planning and Development and/or to the satisfaction of the appropriate authorities. |
| POLICY SB SA8  | Developments which would result in the reduction of the available educational facilities will not be encouraged unless provisions can be made elsewhere at a suitable location to offset any loss which would result from such development.   |
| POLICY SB SA9  | Public Assembly use may be considered on lots zoned as commercial or mixed use involving commercial uses, provided that it would not be conflicting with surrounding uses and other relevant standards.   |
| POLICY SB SA10 | Building heights for schools and churches shall not exceed three and two storeys, respectively.   |

There are two health centres within the local planning area: Montpelier and the Sandy Bay Health Centres. The Montpelier Health Centre, a Type I, provides antenatal, postnatal, child health, family planning outreach services as well as preventative and curative health services. The Sandy Bay Health Centre a Type II health centre provides dental, antenatal, prenatal care, curative and preventative health services to the residents in the area and surrounding communities.

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| POLICY SB SA11 | The local planning authority will support the expansion and upgrading of the health facilities as necessary. |
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*Cemetery*

There is a public cemetery located in the Sandy Bay Local Planning Area. However, this cemetery has reached its capacity and the local planning authority is seeking to identify lands for burial within the planning area.

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FIFTH SCHEDULE, *contd.*

- POLICY SB SA12 The local planning authority shall seek to identify suitable lands to establish a new cemetery and will support the use of a crematorium as an alternative form of burial.

## TOURISM

Although the tourism industry is not vibrant in Sandy Bay Local Planning Area there is potential for increased economic activities geared towards tourism. Due to its proximity to Negril and Montego Bay, Sandy Bay is an ideal location for the further establishment of eco-tourism with its scenic coastline and hilly terrain. Any activity that involves sustainability of the natural resources within the area will be encouraged.

Currently the Tryall Resorts and the Chukka Cove Adventure Tours are the major tourist attractions within the area.

- POLICY SB TO1 New eco-tourism developments will normally be supported in suitable areas to increase the economic potential of the town provided that the integrity of the area is not compromised.
- POLICY SB TO2 Planning permission will be given for resort development along the coast as long as it will not conflict or destroy the amenities of the area and should be confined to small hotels, guest houses, and villas.

## WATER SUPPLY

According to STATIN 2011 census, approximately fifty-six percent (56%) of residents within the local area have access to piped water to their dwellings. Due to the location of some housing units, and the terrain some residents do not benefit from this facility. Water is therefore provided either by public catchments or private tanks.

A few National Water Commission lift and pump stations are located within the area, however this is insufficient to supply the local planning area. There is also evidence of rainwater harvesting within the area as there is a shortage of supply from the NWC.

The existing water supply system needs to be improved and maintained, to ensure adequacy of the water system as the population grows and water demand increases.

- POLICY SB WS1 Rainwater harvesting will be encouraged by the Planning Authorities for residential and other developments with or without public water supply.
- POLICY SB WS2 Proposed developments in areas without a reliable piped water supply will be required to construct catchment tanks with adequate capacity to satisfy water supply requirements.

FIFTH SCHEDULE, *contd.*

- POLICY SB WS3 New developments which are served with a piped domestic water supply system are encouraged to make provision for the use of rain water/grey water for the watering of plants and gardens.

## WASTE TREATMENT AND DISPOSAL

*Sewage Disposal*

There is no central sewage system in the Sandy Bay Local Planning Area. Traditionally, sewage is normally disposed of by means of septic tanks along with absorption pits. Environment, Health, and Planning Authorities are becoming more stringent with regards to the management of waste and sewage. There is now a concerted effort to have sewage treated to a tertiary level in the areas with aquifers, faults and/or major rivers, tributaries, springs and other surface water features and to a secondary level for areas of Basal Aquiclude.

- POLICY SB WT1 No permission will be granted for new developments or extensions unless the sewage treatment facilities proposed will treat the sewage to at least a tertiary level or any other safe and appropriate waste disposal technology as may be developed from time to time that is acceptable to the local planning authority and the other relevant agencies.
- POLICY SB WT2 The Planning Authority will not normally support public or private developers who desire to develop a central sewage system that is in conflict with the requirements of other agencies.

With irregularities in the piped water supply system and to ensure a healthy environment the minimum acceptable standard of a Ventilated Improved Pit latrine (VIP) will be acceptable while the ultimate aim should be to have a water closet in all buildings.

- POLICY SB WT3 Permission will be granted to public or private developers who desire to develop a central sewage system once the development is not in conflict with surrounding land uses.

*Solid Waste Disposal*

The 2011 Census showed that only thirty-two percent (32%) of residents have their garbage collected regularly by The National Solid Waste Management Authority while approximately fifty-seven percent (57%) of residents burn the majority of their solid waste. If some methods of recycling were to be introduced along with a repository in a central location this would diminish the amount of waste being disposed of indiscriminately and relieve the situation.

FIFTH SCHEDULE, *contd.*

- POLICY SB WT4      The indiscriminate and unsatisfactory disposal of waste will not be encouraged and the local planning authority will support the routine collection and recycling of such waste as much as possible and the relevant facilities to undertake same.

## KINGSVALE LOCAL AREA PLAN

*Description*

Kingsvale Local Planning Area is a rural community located in south-west Hanover and was designated as a district centre in the National Physical Plan 1978-1998. It is however a combination of Kingsvale and Dias communities and is approximately 6km south of the parish capital, Lucea, which is the nearest local planning area. The local planning area covers an area of 246.847 hectares and is in proximity to the Blenheim heritage site and the Dolphin Head Mountain Forest Reserve.

Kingsvale has some basic amenities necessary to promote growth and development and is a centre for residential/agricultural activities incorporated with commercial/recreational facilities which has improved its economic growth.

The population of the Kingsvale Local Planning Area has been experiencing minimal growth throughout the years. During the period 2001 to 2011 the population grew from 3,701 to 3,813 respectively at an average annual growth rate of 1.44%. If this steady increase should continue the local planning area will have an approximated population of 5,006 by the year 2030.

## TRANSPORTATION AND TRAFFIC

*Public Transportation*

Transportation options throughout the local planning area consist of both car and bike taxis. The bike taxis are present due to the nature of the terrain within the area; but do not undertake long distances. Currently, there is no public transportation facility available to accommodate the modes of transportation. As a result these converge at the town's centre or along the major roadways to await passengers. However absence of public transportation facilities has not contributed to any significant traffic congestion to date but as the area becomes more developed the Planning Authority should plan for such a facility.

- POLICY K T1      The local planning authority will seek to establish a suitable area for a transportation centre to accommodate taxis and stage carriers and/or will facilitate the construction of lay-bys and bus bays for the picking up and letting off of passengers throughout the local planning area.

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FIFTH SCHEDULE, *contd.*

- POLICY K T2 All modes of public transportation will be required to utilize the transportation centre which will be equipped with the requisite facilities to satisfy the needs of the commuting public including the disabled.

*Road Network*

The Kingsvale to Dias Main Road is the only major thoroughfare traversing the local planning area. This results in a linear settlement pattern with all major activities situated along the road. The secondary roads are in dire need of improvement and all have no sidewalk facilities. The future growth of the economy together with an increase in vehicular movement in the local planning area will create a need for road improvements including sidewalks.

- POLICY K T3 The local planning authority will seek to ensure that any rehabilitation of the main road or any other roads carried out in the area will include adequate sidewalk facilities, for the use and safety of pedestrians as well as the disabled. Policy SP T10 also applies.
- POLICY K T4 The local planning authority will seek to develop a road widening, improvements and maintenance programme to address the needs of road users in consultation with the relevant authorities.

*Vehicular Parking*

Currently there are little or no parking facilities within the local planning area. Residential parking is normally permitted along service roads and the respective resident's property. Vehicles are also often parked along roadsides inhibiting pedestrians and vehicular movement. In addition there is a lack of parking for commercial entities and this result in customers parking along the roadway.

- POLICY K T5 All new developments and extensions should provide adequate on-site parking unless it is impractical or not feasible in which case alternative arrangements will have to be made with the local planning authority. Adherence with Appendices 7 and 9 should be respected as much as is practical.
- POLICY K T6 All new developments having outdoor parking lots shall make use of green and or permeable parking surface techniques.
- POLICY K T7 The local planning authority shall seek to provide and implement parking arrangements for disabled which will be in accordance with Appendix 7 and Figure 2.

FIFTH SCHEDULE, *contd.*

## CONSERVATION OF THE NATURAL AND BUILT ENVIRONMENT

The Kingsvale Local Planning Area comprises a varied mix of natural and built environments.

*The Natural Environment*

The local planning area is located in proximity to the Dolphin Head Mountain which is also a designated forest reserve (Dolphin Head Mountain Forest Reserve). The area consists of a number of habitats of ecological value containing several rare, endangered, threatened and endemic species. However, the forest has been depleted by the harvesting of valuable timber species and for fuel wood associated with sugarcane and slaked lime production. It is also dissected by several streams and rivers and as such careful attention has to be placed on preserving and conserving the natural environment.

POLICY K C1      The local planning authority will support the relevant agencies in ensuring that there is no clearing of the Dolphin Head Mountain Forest Reserve and also encourage the implementation of systems to ensure that this is enforced.

POLICY K C2      Planning permission will not be granted for development on or near the local nature reserves or regionally important geological sites if detrimental to the environment.

*The Built Environment*

The Blenheim Heritage Site, the birth place of Sir Alexander Bustamante is located in proximity to the local planning area. This heritage site consists of a main house that is said to be a replica of the house in which he grew up and another which houses memorabilia. This site has been declared by the Jamaica National Heritage Trust (JNHT) from the 5th of November, 1992.

POLICY K C3      The local planning authority will not grant permission for any development within a declared national heritage area or site that would alter the character and ambiance of any existing building or without the approval of the Jamaica National Heritage Trust (JNHT).

POLICY K C4      All proposals for the alteration, use and extension of declared national historical buildings should be designed in keeping with preservation guidelines prepared by the Jamaica National Heritage Trust (JNHT).

## HOUSING

Housing facilities within the local planning area are predominantly single family detached units. Most are constructed with wood or a mixture of wood and concrete.



FIFTH SCHEDULE, *contd.*

According to the STATIN Housing Census, Kingsvale had a total of 1,186 housing units and 1,281 households. This represents a 105 deficit in housing units; hence the local planning area is in need of lands to be demarcated for residential development. With Kingsvale having an increasing population growth of 1.44% annually, the local planning area will require approximately fourteen housing units annually using the average household size of 4 persons.

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| POLICY K H1 | The local planning authority will ensure that lands are zoned where appropriate to satisfy the demand for residential housing within the local planning area.  |
| POLICY K H2 | New residential developments in the area shall be compatible with the nature and character of existing development.  |
| POLICY K H3 | <p>The following density ranges shall apply across the local planning area and may be varied by the Planning Authorities, based on the existing physical conditions in the areas.</p> <ul style="list-style-type: none"><li>(i) density shall not exceed 250 habitable rooms per hectare (100 habitable rooms per acre) on a minimum lot size of 0.2 hectare (½ acre), with building heights not exceeding 6 floors.</li><li>(ii) density shall not exceed 125 habitable rooms per hectare (50 habitable rooms per acre) on a minimum lot size of 0.2 hectare (½ acre) with building heights not exceeding 4 floors.</li><li>(iii) density shall not exceed 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 2 floors.</li></ul> |
| POLICY K H4 | The erection of any residential type development will be required to seek planning permission from the local planning authority and conform to all required planning standards.  |

The residential character of Kingsvale is one in which the housing units are located in a linear mode along the roadways. This pattern of development results from the topography and existing contours. Based on the topography a density range will assist developers to vary the size and types of dwellings on a given site. Densities will take into consideration the local characteristics including geology and slope along with the character of surrounding developments. The Kingsvale Local Planning Area is predominantly hilly hence densities will be low.

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FIFTH SCHEDULE, *contd.*

POLICY K H5 In areas of steep slopes or unstable geology in areas of conservation or environmental importance where low density accommodation or residential development is contemplated, the development will be prescribed to strict stipulations or conditions and must adhere to the recommendations of the relevant Planning Authorities, and shall be in accordance with the Hillside Development Guidelines which may be revised from time to time.

POLICY K H6 Based on the terrain, housing developments will not be permitted in areas that are vulnerable to landslides and flooding or where the natural environment or amenities of the locale would be destroyed.

In sections of the local planning area there is a mixture of residential and commercial uses the residential use will be of dominance and positioned toward the front of the designated lot/s.

POLICY K H7 Commercial development within residential areas will be ancillary to the residential use of the area and should not conflict with the residential potential of the existing land.

POLICY K H8 Planning permission will only be granted for commercial development within housing areas if it provides an essential service or facility to the community and has no adverse impact upon the amenity of neighbouring property.

POLICY K H9 Proposals for change of use of a residential property to a non-residential use will be permitted only if the non-residential activity is compatible with residential uses and is normally carried out in the day time and the amenity, privacy and enjoyment of neighbouring dwellings is not adversely affected.

## URBAN ECONOMY

The majority of the economic activities in the local planning area are located linearly along the Kingsvale to Dias Main Road. These activities provide jobs in the commercial, industrial and service sectors. Many of these are located on lands which are also used for residential purposes.

POLICY K UE1 Planning permission will be granted to allow commercial activities and other mixed uses along the main road where they are compatible with the existing developments and will not cause damage to the amenities of the area.

Economic development is necessary for the growth of the local planning area. The area is not self-sustaining or equipped to maintain economic growth. Employment

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FIFTH SCHEDULE, *contd.*

opportunities and efficient public services need a competitive environment to stimulate growth. The local planning area is located approximately 5km from the Dolphin Head Eco-hiking Trail and its proximity encourages the economy by attracting tourists and locals alike. The local planning area can therefore implement rest stops and other commercial entities within the urban core of Kingsvale.

POLICY K UE2      The local planning authority along with other relevant authorities will seek to implement strategies to invest in the urban economy of the Kingsvale Local Planning Area which would improve the central business district and public facilities.

There are a number of mixed use activities present throughout the local planning area. Mixed uses such as residential and commercial activities on one lot will be encouraged so as to introduce life to the central business district, especially at nights when most activities cease operations. However where land uses are incompatible this will not be encouraged.

POLICY K UE3      The local planning authority will encourage mixed use development where this is appropriate, and will at all times ensure that the residential amenities and areas of environmental importance are protected.

## SUB-URBAN ECONOMY

Farming was once the main economic income generating factor and still remains an integral sector that contributes to the local economy. However, over the years, the production of crops has decreased for various reasons and large parcels of agricultural lands are constantly under pressure for other uses.

POLICY K SUE1      The local planning authority will ensure the protection and conservation of arable agricultural lands (Classes I, II and III) and will give consideration to agricultural uses over other planning considerations until required for other development.

POLICY K SUE2      The local planning authority will give due consideration to the establishment of agro-industrial development at suitable locations where the infrastructural facilities are available and the surrounding amenities will not be adversely affected.

## SOCIAL AMENITIES

The local planning area has a range of amenities which include education, health, community and service facilities. These facilities over time will require further upgrading and improvements to meet the demands of the local population.

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FIFTH SCHEDULE, *contd.*

- POLICY K SA1      The local planning authority will support the expansion and upgrading of all social facilities within the Kingsvale Local Planning Area should the need arise.

*Recreation /Open Space*

Within the Kingsvale Local Planning Area, open spaces and recreational areas are demarcated. The local planning authority along with the relevant stakeholders will continue to identify, prioritize, and seek to permanently protect and maintain open spaces delineated for recreational activities.

- POLICY K SA2      The local planning authority will seek to identify suitable lands within the local planning area to be used for recreational uses and maintain those existing.

*Educational and Institutional*

There are educational facilities that range from early childhood to secondary education within the local planning area. These facilities serve both the local and neighbouring population. Additionally there are two health centres located strategically within the Kingsvale Local Planning Area boundary. In the event that these become inadequate, lands suitable to accommodate additional facilities should be identified.

- POLICY K SA3      The local planning authority in consultation with the relevant authorities will identify suitable lands within the local planning area to establish additional educational and institutional facilities as the need arise.

- POLICY K 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 shortfall which would result from such development.

- POLICY K SA5      Building heights for schools and churches shall not exceed three (3) and two (2) storeys, respectively.

## TOURISM

The Kingsvale Local Planning Area has great potential for becoming a tourist halt location as it is situated close to the Dolphin Mountain hiking trail. Kingsvale being a rural community can enhance its tourism appeal by implementing other eco-tourism trails and activities.

- POLICY K TO1      Developments which seek to promote and encourage heritage, cultural and eco-tourism will generally be supported, provided it does not destroy or deface any

FIFTH SCHEDULE, *contd.*

cultural or heritage site nor does it destroy the natural habitat of any significant flora or fauna, and conforms with other relevant policies in this Order.

## WATER SUPPLY

The Kingsvale Local Planning Area is surrounded by numerous streams and springs. However, water supply to the area is inadequate. It was revealed in the 2011 Population Census that approximately thirty percent (30%) of households had water piped to their dwelling units, twenty-five percent (25%) to their yards and approximately twenty-seven percent (27%) use standpipes. The remaining percentages where public water facilities are absent or unreliable rely on catchment tanks for their supply of water.

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| POLICY K WS1 | The relevant authorities will ensure that the existing public water supply systems are improved to adequately service the local planning area.  |
| POLICY K WS2 | The use of rainwater and recycled grey water will be encouraged within the local planning area.   |
| POLICY K WS3 | New developments which are served with a piped domestic water supply system are encouraged to make provision for the use of rain water/grey water for the watering of plants and gardens. |

## WASTE TREATMENT AND DISPOSAL

*Sewage Disposal*

There is no waste treatment and disposal plant in the local planning area. In 2011 fifty-nine percent (59%) of the 857 households used pit latrines, while thirty-five percent (35%) used water closets. However, all methods of disposal should conform to those recommended by the National Resources Conservation Authority, the Environment Health Unit in the Ministry of Health, the local planning authority and all other relevant authorities.

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| POLICY K WT1 | In the absence of a central sewage system the following sewage disposal methods may be permitted in appropriate situations: <ul style="list-style-type: none"><li>(i) septic tanks and tile field</li><li>(ii) any other safe and appropriate waste disposal technology as may be developed that is acceptable to the Planning Authorities and other relevant agencies.</li></ul> |
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FIFTH SCHEDULE, *contd.**Solid Waste Disposal*

The 2011 Population Census showed that seventy-four percent (74%) of residents have their solid waste collected by the public system. However, twenty one (21%) dispose of solid waste by burning. Methods of recycling should be introduced in order to diminish the amount of waste being disposed of indiscriminately.

POLICY K WT2      The indiscriminate and unsatisfactory disposal of waste will not be encouraged and the local planning authority will support the routine collection and recycling of such waste as much as possible and provide the facilities for this to take place.

Inadequate garbage facilities exist in the local planning area. This can have an adverse effect on the surrounding environment and health of residents and may cause infestation by rodents and insects. All developments should therefore make provision for proper waste storage collection.

POLICY K 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.

POLICY K WT4      The disposal of waste into sinkholes and other areas of ecological value will not be supported by the Planning Authority.

## RAMBLE LOCAL AREA PLAN

*Description*

The Ramble Local Planning Area is a rural centre located in south-east Hanover. It is approximately 25 kilometres south-east of the Hopewell Local Planning Area and 47 kilometres south-east of Lucea. It spans an approximate area of 370.8547 hectares (916.3983 acres) and is comprised of mixed land uses but agriculture is the dominant use.

Ramble or Ramble Pen as it was originally called was once a thriving agricultural community which subsequently became a registered Government Settlement over time. It is ranked as the seventh district/growth centre in the parish according to the National Physical Plan 1978-1998. Ramble possesses only some of the major requirements necessary for being classified as a local planning area. However its location in the southeast serves as an important connection with Montego Bay in the northeast and Westmoreland to the south and consequently will be a pivotal factor in its growth and development.

FIFTH SCHEDULE, *contd.*

According to the 2011 STATIN population census, Ramble's population was approximately 895 persons, only 7 persons less than the previous censal period which was 902. The population is projected to be approximately 882 persons in the year 2030 if the continued growth rate of -0.1% is applied.

## TRANSPORTATION AND TRAFFIC

Transportation provides residents with mobility and access to employment and, social resources within their communities as well as areas outside the boundary of the local planning area. The main mode of transportation is by way of public and private passenger motor vehicles and walking.

*Public Transportation Centre*

At present there is no public transportation centre. Public transportation in Ramble is provided by route passenger vehicles which ply the Montego Bay to Westmoreland route. Private operators also aid in the movement of goods and services throughout the area.

POLICY R T1	The local planning authority will seek to establish a suitable area of convergence for a transportation centre to accommodate taxis and stage carriers and/or will facilitate the construction of lay-bys and bus bays for the picking up and letting off of passengers throughout the local planning area.
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POLICY R T2	All forms of public transportation will be required to utilize the centre once constructed on lands deemed suitable by the local planning authority and equipped with the requisite facilities including those used by the disabled.
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*Vehicular parking*

Throughout the local planning area there is a general deficiency in the provision of parking spaces for commercial and office developments. While some developments provide parking, it is often inadequate based on the nature and scope of the activities being undertaken. The provision of adequate on-site parking spaces for commercial, office, and residential developments is critical to traffic circulation.

POLICY R T3	The Planning Authority will not support proposals for new developments or extensions unless the development provides the required number of parking spaces on site pursuant to the stipulations included in Appendices 7 and 9 and Figures 2 and 3 of the of this Order and to the satisfaction of the Planning Authority.
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FIFTH SCHEDULE, *contd.*

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| POLICY R T4 | Where onsite parking provisions cannot be met, supplemental parking elsewhere may be provided pursuant to the stipulations of the Development and Investment Manual, Volume 1, Section 1—Planning and Development—to the satisfaction of the Planning Authority.                     |
| POLICY R T5 | All new developments and extensions should provide adequate on-site parking unless it is impractical or not feasible in which case alternative arrangements will have to be made with the local planning authority and adhere to the guidelines in Appendices 7 and 9 of this Order. |
| POLICY R T6 | All new developments having outdoor parking lots shall make use of green and or permeable parking surface techniques.  |
| POLICY R T7 | The local planning authority shall seek to provide and implement parking arrangements for disabled which will be in accordance with Appendix 7 and Figure 2.   |

*Road Network*

The existing road pattern & infrastructure is comprised of dual carriageways. No provision has been made for sidewalks making it unsafe for pedestrians. Sidewalks are part of the road right of way (reservation) used for pedestrian movement and are necessary to separate pedestrian traffic from vehicular traffic. In constructing sidewalks provisions should be made for access by the disabled. The recommended width of sidewalks in relation to road width is given under visibility splays in Appendix 14.

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| POLICY R T8 | The Planning Authority will support any rehabilitation of the arterial or any other roads carried out in the area that will improve or add adequate sidewalk facilities, for the use and safety of pedestrians. |
| POLICY R T9 | Where sidewalks are being established the local planning authority will seek to ensure that these are complemented with planted verges and easily accessible by the disabled. Policy SP T10 also applies.       |

## CONSERVATION OF THE NATURAL AND BUILT ENVIRONMENT

The Ramble Local Planning Area comprises of a diverse mix of natural environments. The geology and characteristic of the area demands the need for sound conservation policies to ensure that development occurs in a sustainable manner.



FIFTH SCHEDULE, *contd.**The Natural Environment*

The natural environment of the local planning area consists of varying soil types and geological formations. The area is characterized by numerous ponds due to sloping nature of the area and also the geology. The main characteristic of these soil types led to flooding and excessive ponding. Therefore, the area requires the implementation of adequate drainage systems to mitigate against soil movements and erosion.

POLICY R C1            The local planning authority will ensure that development proposals are properly assessed and referred to the appropriate agency, to ensure minimal, if any, impacts of developments on soil integrity.

## HOUSING

The Ramble Local Planning Area is characterized mainly by large lot sizes owing to its agricultural nature. Large parcels characterized as being either farmsteads or homesteads are also located throughout the Area. With this in mind housing developments in areas characterized mainly by agricultural uses will be geared toward homestead and/or farmsteads as shown on Ramble Proposed Zoning Map (Inset No.5) to maintain the agricultural dominance in the area.

POLICY R H1            Where large parcels exist in areas characterized by mainly agricultural uses the local planning authority will be minded to support the use of such land as farmsteads or homesteads provided all required planning standards are met.

The 2011 STATIN Population Census approximated the total dwelling units within the local planning area at 694 equivalent to a population of approximately 895 persons. However, the required amount of housing units to sufficiently house the 2011 population is 419 (using the national housing ratio of 4:1). If the population should continue to decrease, land within the local planning area is or will be more than sufficient to fulfil the housing needs of the local planning area.

POLICY R H2            The erection of any residential type development will be required to seek planning permission from the local planning authority and conform to all required planning standards.

Within developments of over 10 lots and where onsite sewage will be provided proposed lot sizes may be a minimum of 370 square meters or assessed on a case by case basis as determined by the relevant authorities. Densities for these residential developments will take into consideration the characteristics of the area including geology and slope.

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FIFTH SCHEDULE, *contd.*

POLICY R H3 For single family/ duplex developments, density shall not exceed 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 and may, in relation to the physical conditions existing in the area, be varied by the planning authority.

POLICY R H4 New residential proposals and extensions must adhere to the lot coverage requirements provided in Appendix 10 and maintain the distance between buildings and property boundaries as stipulated in this Order.

POLICY R H5 In new residential developments (for example housing schemes) amenity space should be provided as set out in Appendix 10.

Housing units within Ramble are mainly owner occupied and are in fair to good condition. Multi-family type developments are sparse throughout the local area and will be supported in areas suitable for such developments.

POLICY R H6 The erection of multi-family type development will be required to seek planning permission from the Planning Authority and conform to all required planning standards.

POLICY R H7 Multifamily/Townhouse developments may be permitted on parcels of land which are 0.2 hectares (½ acre) and over in size and which satisfy the relevant planning guidelines.

Ramble is a community that is characterized with an abundance of depressions and ponds. It is also susceptible to flooding and other problems associated with drainage. Housing developments within this area will be processed strictly based on its location within the area. In an effort to protect the stability of these environmentally sensitive areas and to decrease potential hazards control has to be exercised over development proposals.

POLICY R H8 Housing developments will not be allowed on land vulnerable to slippage, subsidence, flooding or other natural hazards unless an Environmental Assessment Report has been obtained and approval given by the relevant authorities.

POLICY R H9 Developments within or in proximity to ponding areas will be assessed on a one on one basis and be subjected to an Environmental Impact Assessment.

FIFTH SCHEDULE, *contd.*

In sections of the local planning area where there is a mixture of residential and commercial uses the residential use will be of dominance and positioned toward the front of the designated lots.

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| POLICY R H10 | Commercial development within residential areas will be ancillary to the residential use of the area and should not conflict with the residential potential of the existing land.   |
| POLICY R H11 | Planning permission will only be granted for commercial development within housing areas if it provides an essential service or facility to the community and has no adverse impact upon the amenity of neighbouring properties.  |
| POLICY R H12 | Proposals for change of use of a residential property to a non-residential use will be permitted only if the non-residential activity is compatible with the residential uses and is normally carried out in the day time and the amenity, privacy and enjoyment of neighbouring dwellings is not adversely affected. |

## URBANECONOMY

The main economic activity within the local planning area is commercial. These activities are mainly located along the Mackfield to Shettlewood Main Road.

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| POLICY R UE1 | Planning permission will be granted to allow commercial activities and other mixed uses along the main road where these are compatible with the existing developments and will not cause damage to the amenities of the area. |
| POLICY R UE2 | The Planning Authority will not support any commercial developments that will have any adverse effect on the environment.   |
| POLICY R UE3 | Mixed use developments where office, residential and commercial uses are housed in the same building will be supported with strict conditions set by the local planning authority.  |

## SUB-URBANECONOMY

Agriculture is the major productive land use in Ramble. Citrus is the main crop grown in the area. Bananas, avocado and yam are also cultivated on a subsistence basis. Expanding its crop base can enhance its agricultural contribution to the area. Abutting the northern boundary of Ramble is an agro-processing entity and a dairy farm. Diversification of activities in the suburban economy is important to expand the economic base of the local planning area. The Planning Authorities will support

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FIFTH SCHEDULE, *contd.*

proposals that will provide employment for residents, strengthen the rural economy and be in keeping with the geological characteristics of the area.

POLICY R SUE1 Agro-industrial development will normally be permitted in Ramble provided that such proposed developments are at suitable locations where the infrastructural facilities are available and the character of the area and surrounding uses will not be un-neighbourly or incompatible.

POLICY R SUE2 Cottage industries will be supported by the Planning Authority along the Mackfield to Shettlewood main road on lots zoned for such use on the land use proposal map (see Inset No.5).

## SOCIAL AMENITIES

Within the Ramble Local Planning Area are some basic social amenities. These facilities over time may need upgrading and improvement to meet the needs of the local and neighbouring population. The Ramble Local Planning Area has a designated community centre within its boundary and although in need of repairs also houses the Ramble Basic School. This local planning area, also receives service support from the neighbouring parish of St. James.

POLICY R SA1 The local planning authority will support the expansion and upgrading of all social facilities should the need arise.

POLICY R SA2 Developments that would decrease or eliminate any of the social facilities in the Ramble Local Planning Area will not be supported unless they are being replaced with a similar facility of equal or greater stature in the locality.

POLICY R SA3 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 would not be out of character with the area.

*Recreation /Open Space*

Open spaces and recreational areas contribute to the character of any area and can either be in the form of passive or active uses. In addition to public open spaces, when establishing new housing developments it is required that land be reserved for open space and other recreational purposes. This will be in addition to any reservation required for other amenities such as educational institutions, which the community may need.

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FIFTH SCHEDULE, *contd.*

- POLICY R SA4 All new housing developments shall set aside lands for meeting the recreational needs of the development being proposed, either on site, or through contributions to the improvement or provision of off-site facilities.

*Educational and Institutional*

The local planning area is equipped with educational institutions ranging from early childhood to secondary levels. It also has a type I health centre within its boundary and another in proximity to its northern boundary. However, these institutions will over time need improvement and possible expansion to continue serving the local planning area and its surrounding communities. Lands that are occupied and zoned on the Ramble Local Planning Area Proposal Map (see Inset No.5) for institutional purposes should only be used for those purposes or to facilitate the needs of the community. (See Ramble Local Planning Area Land Use Map)

- POLICY R SA5 New proposals and extensions for educational and institutional uses will be assessed on their own merit and shall conform to all required planning standards.
- POLICY R SA6 Building heights for schools and churches shall not exceed three and two storeys, respectively.

## TOURISM

The Ramble Local Planning Area has a great potential of being a tourist stopover venue as it is situated between the tourism parishes of St. James and Westmoreland. Ramble being a rural community can enhance its tourism appeal by implementing hiking routes and other eco-tourism trails and activities.

- POLICY R TO1 Developments which seek to promote and encourage heritage, cultural and eco-tourism will generally be supported, provided it does not destroy or deface any cultural or heritage site nor destroy the natural habitat of any significant flora or fauna, and conforms to other relevant policies in this Order.

## WATER SUPPLY

The Statistical Institute of Jamaica Census Data (2011) revealed that seventy percent (70%) of the households in the Ramble Local Planning Area had access to potable water which is piped to their dwelling; ten percent (10%) to their yard. While seventeen percent (17%) access potable water from standpipes. Currently water supply to the area is provided through a series of pumps and lift stations. However, residents in

FIFTH SCHEDULE, *contd.*

areas where public water facilities are absent or unreliable rely on catchment tanks for their supply of water.

POLICY R WS1      The relevant authorities will ensure that the existing public water supply systems are improved to adequately service the local planning area.

POLICY R WS2      All new developments shall be required to provide rain water harvesting facilities or other suitable water source to satisfy the needs of the development.

The recycling of grey water and the harvesting of rain water should be considered as a sustainable alternative for water supply. Waste water from basins, baths, and showers can be recycled and used to flush lavatories or to water gardens; hence lessening the domestic water consumption and reducing the demand on potable water.

POLICY R WS3      The use of rain water and recycled grey water will be encouraged and provision should be made for this in development proposals.

POLICY R WS4      New developments which are served with a piped domestic water supply system are encouraged to make provision for the use of rain water/grey water for the watering of plants and gardens.

## WASTE TREATMENT AND DISPOSAL

*Sewage Disposal*

The Ramble Local Planning Area is un-sewered, but the traditional sewage disposal techniques, for example septic tanks and absorption pits exist. There is an increased recognition of the effects of sewage pollution on ground water resources; hence, the authorities are determined to implement ventilated improved pit latrines and to have sewage treated to a tertiary level in the Order Area.

POLICY R WT1      In the absence of a central sewage system the following sewage disposal methods may be permitted in appropriate situations:

- (i) septic tanks and tile field;
- (ii) any other safe and appropriate waste disposal technology as may be developed that is acceptable to the Planning Authorities and other relevant agencies.

FIFTH SCHEDULE, *contd.*

POLICY R WT2	Notwithstanding original conditions of approval, to protect the environment, it is expected that on the introduction of central sewage all developments should connect to the public central system within a reasonable time as determined by the National Water Commission.
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*Solid Waste Disposal*

The 2011 Population Census showed that fifty-six percent (56%) of residents have their solid waste collected by public garbage collection. However, residents amounting to forty percent (40%) dispose of solid waste by burning while the remaining four percent (4%) dispose of solid waste by dumping. Methods of recycling should be introduced hence diminishing the amount of waste being disposed of indiscriminately.

POLICY R WT3	The indiscriminate and unsatisfactory disposal of waste will not be encouraged and the local planning authority will support the routine collection and recycling of such waste as much as possible and provide the facilities to do so.
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## CASCADE LOCAL AREA PLAN

*Description*

Cascade is a rural community located in the hilly interiors of central Hanover. It is approximately 14.8 kilometres (9.2 miles) south east of Lucea, the parish capital. Cascade was classified as a District Centre according to the 1978–1998 National Physical Plan. The area is characterized by heavily vegetated undulating terrain ranging between 750–1,200 feet above sea level. Based on the 2011 Growth Centre Survey, Cascade was ranked the sixth most prominent town in Hanover.

The local planning area covers an area of 2.011 square kilometres (497.033 acres) and encompasses several small communities. Its boundary extends from a section of Patty Hill in the south and west, then to a section of Smithfield in the south, and then extends to a section of Pondside in the east.

Current population data (STATIN 2011) shows that there are 987 persons residing in the local planning area. Since 2001, the population has declined by 6.3 percent. During this inter-censal period (2001–2011) an annual growth rate of –0.6 percent was recorded. Assuming that this growth rate remains constant it is projected that the population of the Cascade Local Planning Area will further decrease to 873 persons by the year 2030.

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FIFTH SCHEDULE, *contd.*

Cascade like most rural towns presents unique planning challenges with respect to the terrain and its urban core. These amongst other factors must be carefully considered and coordinated by the relevant authorities to ensure sustainable development of the local planning area.

## TRANSPORTATION AND TRAFFIC

Cascade Local Planning Area's transportation system consists of mainly secondary roadways and limited transportation modal options. Residents travel in and out of the local planning area by either privately owned vehicles or publicly by route taxis and mini buses.

*Public Transportation Centre*

There is no public transport facility located within the local planning area. Loading and unloading of passengers takes place randomly along the Cascade Secondary Road. This practice is not safe and can cause obstruction to other commuters.

The absence of public transportation facilities has not contributed to any significant traffic congestion. However if the need arise for such a facility the local planning authority should identify suitable lands for that purpose.

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| POLICY C T1 | The local planning authority will seek to establish a suitable transportation centre to accommodate taxis and stage carriers and/or will facilitate the construction of lay-bys and bus bays for the picking up and letting off of passengers including those who are disabled. |
| POLICY C T2 | The local planning authority should ensure that the facility has adequate access and facilities for person with disabilities.   |
| POLICY C T3 | All forms of public transportation will be required to utilize the transportation centre where it is available and equipped with the requisite facilities to satisfy the needs of the commuting public.   |

*Road Network*

The road hierarchy of the local planning area consists of a network of secondary and access roads. The roadways are narrow in sections and at times can only accommodate single lane vehicular traffic.

The Cascade Secondary Road is the main thoroughfare within the local planning area and intersects with the Cascade—Great Valley and the Pennycooke—Cascade secondary road within the town centre. These roadways are in fairly good condition, however sidewalk facilities are lacking.



FIFTH SCHEDULE, *contd.*

- |             |   |
|-------------|---|
| POLICY C T4 | The local planning authority will seek to ensure that any rehabilitation of the main road or any other roads carried out in the area will include adequate sidewalk facilities for the use and safety of pedestrians and persons with disabilities. Policy SP T10 also applies. |
| POLICY C T5 | The local planning authority will seek to develop a road widening, improvements and maintenance programme to address the needs of the local population.   |
| POLICY C T6 | The local planning authority will seek to ensure that within the local planning area all intersections and roadways are equipped with proper lighting to give visibility to all road users.   |

*Vehicular Parking*

Parking for both public and private vehicles is limited within the local planning area. Vehicles are often parked along roadways and at times inhibit vehicular and pedestrian movements.

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|--------------|--|
| POLICY C T7  | All new developments and extensions shall be required to satisfy parking requirements on site unless such provisions can be met elsewhere pursuant to the stipulations of the Development and Investment Manual, Volume 1, Section 1—Planning and Development and to the satisfaction of the Planning Authorities. |
| POLICY C T8  | All new developments having outdoor parking lots shall make use of green and or permeable parking surface techniques.  |
| POLICY C T9  | The local planning authority shall seek to provide and implement parking arrangements for the disabled which will be in accordance with Appendix 7 and Figure 2.   |
| POLICY C T10 | On-street parking will only be allowed in the town centre where it does not affect the free flow of traffic and is not detrimental to pedestrian and other road users.   |

## CONSERVATION OF THE NATURAL AND BUILT ENVIRONMENT

*The Natural Environment*

The Cascade Local Planning Area is dominated by a series of undulating terrain rising to elevations in excess of nine hundred metres (900m). This is overlain with cretaceous limestone with soils derived from conglomerates, calcareous and non-

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FIFTH SCHEDULE, *contd.*

calcareous shales and sandstones. These soils weather rapidly and are very susceptible to erosion especially on steep slopes. Large scale removal of vegetation will be prohibited where it may have an adverse effect on the environment especially on slopes prone to land slippage.

POLICY C C1 Planning permission will not be granted for any form of development that will in anyway result in destruction of the vegetation on unstable or potentially unstable land.

POLICY C C2 Planning permission will not be granted for development on or near conservation areas or regionally important geological sites if detrimental to the environment.

There are several rivers that traverse the local planning area and are used by the community for recreational, domestic and agricultural purposes.

POLICY C C3 Planning permission will not be given for developments which will adversely affect any water resources or flow and quality of water in rivers or streams.

POLICY C C4 Planning permission will not be given for any form of development which will result in the disruption or blockage of any natural run- off channel.

POLICY C C5 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 Built Environment*

There are no declared historic buildings or monuments; however the Cascade Apostolic Church, built in 1896 is of significance to the local planning area and should be preserved. Steps should be taken to declare or preserve the Apostolic Church or any other building/site in consultation with the Jamaica National Heritage Trust (JNHT).

POLICY C C6 Planning permission will not be granted for buildings that are not in keeping with the zoning and are not compatible with its surrounding uses.

## HOUSING

Housing in the local planning area is characterized by one and two storeys single family detached concrete and wooden units. A relatively large amount of the housing units are owner-occupied and are in fair condition. STATIN 2011 Population Census

FIFTH SCHEDULE, *contd.*

Data shows that there are three hundred and thirty-three (333) households. Based on the average household size the area has a surplus of housing units, thus there is no demand for additional housing. However, housing provisions should be made to meet future demands.

POLICY C H1      The local planning authority will ensure that lands zoned for housing on the Cascade Local Planning Area Land Use Proposal Zoning Map (see Inset No. 6) are used for that purpose.

POLICY C H2      New residential developments in the area shall be compatible with the nature and character of existing developments.

POLICY C H3      The following density ranges shall apply across the local planning area and may be varied by the Planning Authorities, based on the existing physical conditions in the areas.

- (i) density shall not exceed 250 habitable rooms per hectare (100 habitable rooms per acre) on a minimum lot size of 0.2 hectare (½ acre), with building heights not exceeding 6 floors.
- (ii) density shall not exceed 125 habitable rooms per hectare (50 habitable rooms per acre) on a minimum lot size of 0.2 hectare (½ acre) with building heights not exceeding 4 floors.
- (iii) density shall not exceed 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 2 floors.

New residential developments should provide the convenience of certain amenities and services to increase the comfort and pleasure of residents.

POLICY C H4      Applications for new housing developments will not normally be supported by the local planning authority in areas which are deficient in the provision of water supplies.

Non-conforming uses into residential areas will not be tolerated and will be removed by the relevant authority.

POLICY C H5      The local planning authority will not normally support non-residential development on lots zoned for residential uses.

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FIFTH SCHEDULE, *contd.*

- POLICY C H6      Proposals for change of use of a residential property to a non-residential use will only be permitted if the non-residential activity is compatible with the residential character of the area.

The terrain in the local planning area increases the area's vulnerability to slope failure, erosion and drainage problems. In an effort to protect the stability of environmentally sensitive areas the local planning authority will seek to ensure that housing developments are not allowed in areas vulnerable to land slippage.

- POLICY C H7      The local planning authority will not grant permission for any development located in environmentally sensitive areas.

- POLICY C 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 extraordinary precautions to safeguard.

- POLICY C H9      In areas of steep slopes or unstable geology, in areas of conservation or environmental importance where low density accommodation or residential development is contemplated, the development will be prescribed to strict stipulations or conditions and must adhere to the recommendations of the relevant Planning Authorities, and shall be in accordance with the Hillside Development Guidelines which may be revised from time to time.

## URBAN ECONOMY

Commercial establishments and services are located within the vicinity of the intersection of the Cascade—Great Valley and the Pennycooke—Cascade secondary roads. These facilities are predominantly small shops with limited variety of goods. The existing economic activities are not sufficient to create a competitive environment and stimulate economic growth; thus additional economic facilities are necessary for the growth of the local planning area.

- POLICY C UE1      Due considerations will be given to proposals for the establishment of commercial and other service facility as the need arise in the local planning area.

- POLICY C UE2      The local authorities will seek to develop the urban economy of the local planning area through reservation and the identification of suitable sites for the diversification of various compatible uses.

FIFTH SCHEDULE, *contd.*

There are a few mixed use developments located within the local planning area. Uses such as adjoining residential and commercial activities will be encouraged. However, where land uses are incompatible this will not be supported.

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|--------------|--|
| POLICY C UE3 | Compatible mixed uses that satisfy the needs of the residents and create additional jobs will be encouraged by the local planning authority at suitable locations.   |
| POLICY C UE4 | The local planning authority will encourage mixed use development such as residential and commercial at a ratio of 60:40 respectively where this is appropriate along the major thoroughfare, and will at all times protect the residential amenities. |
| POLICY C UE5 | The local planning authority will be minded to support home based cottage industries in areas where compatible with the existing surrounding developments and will not be harmful to the environment.  |
| POLICY C UE6 | The local planning authority will support neighbourhood shopping facilities at suitable locations.   |

## SUB-URBAN ECONOMY

Agriculture is a major income generating activity within the local planning area. However, the variety in crops grown is limited due to the terrain. Agricultural lands therefore need to be safeguarded against other activities. These lands if needed could be released for housing and related activities in a timely manner. (See SP RE8)

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|---------------|--|
| POLICY C SUE1 | Agricultural activities such as poultry and animal rearing which do not depend on the quality of the soil and which can contribute to the rural economy will be supported by the local planning authority on poor quality agricultural land. |
|---------------|--|

Agro-processing and crafts are other sustainable income generating methods that can be introduced to absorb the unemployed and diversify economic activities within the local planning area.

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|---------------|---|
| POLICY C SUE2 | The local planning authority will give due consideration to the establishment of agro industrial and craft development at suitable locations where the infrastructural facilities are available and where surrounding amenities will not be adversely affected. |
|---------------|---|

FIFTH SCHEDULE, *contd.*

## SOCIAL AMENITIES

There are several social amenities located within the Cascade Local Planning Area namely: education, health and other community facilities such as churches. Currently the area lacks a police station, fire station, public open spaces/recreational areas and a training institution. Over time the existing facilities will require upgrading and improvements to meet the demands of the local population.

- POLICY C SA1      The local planning authority will support the expansion and upgrading of all social facilities and the establishment of additional ones.

*Open Space/Recreational Area*

There are no designated public open spaces and recreational areas. Residents utilize the primary school playground for community events.

- POLICY C SA2      The local planning authority in conjunction with the relevant authority will seek to identify suitable lands within the local planning area to be used for recreational purposes.
- POLICY C SA3      No structure shall be allowed on any public open space that does not complement the use thereof (example Telecommunication Towers, etcetera.).

*Educational and Institutional*

Educational facilities present within the local planning area are limited to basic and primary schools. Secondary schools and training facilities within the surrounding local planning areas are utilized such as those in Lucea. Currently, the community centre is being used for educational purposes as the school building is being built.

- POLICY C SA4      All educational or institutional facilities must meet the requirements of the Ministry of Education with consultation and if necessary the approval of the Planning Authority.
- POLICY C SA5      New proposals for educational and institutional uses will be assessed on their own merit and shall conform to all required planning standards.
- POLICY C SA6      Building heights for schools and churches shall not exceed three and two storeys, respectively.
- POLICY C SA7      The local planning authority will seek to identify lands to accommodate a multi-purpose facility to be used as a community centre and a training centre in consultation with the appropriate authorities.

FIFTH SCHEDULE, *contd.**Cemetery*

There is no public cemetery in the Cascade Local Planning Area, and residents predominately use family plots for burial. In addition residents use church cemeteries or public cemeteries in Lucea and Hopewell. The local planning authority will not normally support family plot burials on residential lots.

POLICY C SA8      The local planning authority shall seek to identify suitable lands to establish a public cemetery.

POLICY C SA9      The local planning authority will support the use of crematorium as an alternative form of burial.

## WATER SUPPLY

The Cascade Local Planning Area's water supply is currently provided by the National Water Commission. The Statistical Institute of Jamaica Census Data (2011) reveals that approximately seventy percent (70%) of the 333 households have access to potable water piped to their dwelling or yard, while the remaining thirty percent (30%) uses standpipes or catchment tanks.

POLICY C WS1      The relevant authorities will ensure that the existing public water supply systems are improved to adequately service the local planning area.

Residents in areas where public water facilities are absent or unreliable still rely on rivers, streams and catchment tanks for the supply of water. In these areas rainwater harvesting should be considered as it is an economical, safe and sustainable source of water when captured and stored appropriately.

POLICY C WS2      All new developments shall be required to provide rainwater harvesting facilities or other suitable water source to satisfy the needs of the development.

POLICY C WS3      New developments which are served with a piped domestic water supply system are encouraged to make provision for the use of rain water/grey water for the watering of plants and gardens.

## WASTE TREATMENT AND DISPOSAL

*Sewage Disposal*

The methods that are currently being used are septic tanks and absorption pits. To prevent pollution, precautions will have to be taken in the type and method of sewerage system used. The local planning authority will ensure that the responsible agencies are consulted where the installation of these facilities are concerned.

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FIFTH SCHEDULE, *contd.*

POLICY C WT1      The following sewage disposal methods may be permitted in appropriate situations:

- (i)    septic tanks and tile field;
- (ii)   any other safe and appropriate waste disposal technology as may be developed that is acceptable to the Planning Authorities and other relevant agencies.

*Solid Waste Disposal*

The National Solid Waste Management Authority is mandated to collect solid waste within Cascade Local Planning Area. Data provided by STATIN Population census 2011 shows that fifty-two percent (52%) of the 333 household within the local planning area benefits from public garbage collection while forty-seven percent (47%) burn their garbage. This practice can have adverse effect on the environment and health of residents.

POLICY C WT2      The indiscriminate and unsatisfactory disposal of waste will not be encouraged and the local planning authority will support the routine collection and recycling of such waste as much as possible and the facilities to undertake same.

POLICY C 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.

POLICY C WT4      The disposal of waste into sinkholes and caves will not be supported by the planning authority.



FIFTH SCHEDULE, *contd.*

## APPENDICES

## APPENDIX 1

## GENERAL GLOSSARY

In these Appendices—

“advertisement” means any word, letter, model, sign, placard, board, notice, device or representation, whether illuminated or not, in the nature of and employed wholly or in part for the purposes of advertisement, announcement or direction, and without prejudice to the foregoing provision includes any hoarding or similar structure used or adapted for use for the display of advertisements, and references to the display of advertisements shall be construed accordingly;

“agriculture” means the cultivation of the soil for any purpose, the breeding and keeping of livestock and pond fish, the keeping of apiaries, the use of land for grazing, meadows, nurseries, the growing of economic fruit trees and the use of land for woodlands where this is ancillary to other agricultural activities;

“amenity area” means an area within a development which is intended for leisure purposes which may include landscaped site area, communal lounges or swimming pools;

“apartment building” means a strata development in which the units in the building are located above each other, the roof of one unit being the floor of the one above, and having shared entrances and other essential facilities and services and with shared facilities provided for dwelling units;

“bad neighbour” means use that has a seriously detrimental effect on the locality in terms of noise, traffic or disturbance to people living near it.

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

“building line” means a line established from an officially designated centre line or boundary of a street from which all front and street setbacks required under this Order shall be measured and determined;

“built up area” means land forming part of the urban area which is either developed, committed for development or the subject of a new land allocation in this plan. It is a policy boundary concept rather than what exists and is the area within which the general presumption is in favour of and outside which it is against development;

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FIFTH SCHEDULE, *contd.*APPENDIX 1, *contd.*

“climate change” means any significant change in the measures of climate lasting for an extended period of time and includes major changes in temperature, precipitation, or wind patterns, among others, that occur over several decades or longer.

“climate change adaptation” means anticipating the adverse effects of climate change and taking appropriate action to prevent or minimize the damage they can cause, or taking advantage of opportunities that may arise.

“climate change mitigation” means human intervention to reduce the human impact on the climate system; such as strategies to reduce greenhouse gas sources and emissions and enhancing greenhouse areas that absorb carbon dioxide.

“commercial development” means development for the provision or supply of goods or service by wholesale or retail; but does not include a warehouse;

“countryside” means lands that are outside the built up area;

“cubic content” means the cubic content of a structure or building measured externally and determined by multiplying the floor area by the height;

“dwelling house” means a building or part of a building forming a self contained premises designed to be occupied by a single family or household and does not include a building containing one or more flats;

“density” means the number of habitable rooms that will be allowed per hectare of land;

“ecological sensitive area” means an area which is vulnerable to natural disasters and human impact;

“environmental impact assessment” means a study of the environment to detect how a development would impact on the environment in the area in which the development is proposed;

“facade” means any exterior surface of a building other than the roof;

“flat” means a separate and self contained premises constructed for use as a dwelling and forming part of a building from some other part of which it is divided horizontally;

“floor area” means the gross horizontal area measured from the exterior faces of exterior walls or exterior supporting columns for any floor not enclosed by exterior walls together with any floor space provided for mechanical equipment, elevator shafts and stairwells at each floor, other than basement space used as car parking facility;

FIFTH SCHEDULE, *contd.*APPENDIX 1, *contd.*

“floor area ratio” or “plot area ratio” means the ratio of floor area to land area expressed as a decimal which is determined by dividing the total floor area on a lot by the lot area;

“ground cover” or “plot cover” means the amount of ground covered by hard surface development whether or not it is roofed or unroofed, enclosed by walls, or open space used for accommodation or any auxiliary purposes but does not include parking areas;

“growth centre” means local planning area;

“habitable room” means in residences, any room or space intended primarily for human occupancy other than a kitchen or bathroom; or a storeroom not exceeding 6.5 sq.m. in area, in hotels, hotel bedrooms for guest or staff;

“habitable structure” means any structure primarily intended to be used for living, sleeping, eating or assembly purposes including but not limited to residences, multi family dwelling, apartments, churches, food facilities and industrial building;

“industry” means one in which the use carried on involves or is incidental to the making of any article or part of any article or the altering, repairing, ornamenting, finishing, cleaning, washing, packing, canning, or breaking-up or demolition of any article or the extraction or processing of minerals;

“industry-light” means an industry in which the process is such that it is suitable for location adjacent to or in close proximity to residential development although not necessarily within the area itself;

“infill” means the development of a vacant site within a substantially developed area in which the bias is to preserve the status quo;

“landscape plan” means a plan which shows the location, species, and size of all major vegetation to be retained, removed, or planted; as well as all other aspects of “landscaping”;

“local planning area” is a growth centre or special area identified in a Development Order based on several criteria. See section II of the fifth schedule;

“mixed-residential” means a development consisting of a mix of residential, commercial and office activities in which the subordinate commercial and office use is compatible with, and to some extent provides services to the residential development;

“node” are mixed-use communities or areas of activity for residential living in an area and for people in nearby communities.

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FIFTH SCHEDULE, *contd.*APPENDIX 1, *contd.*

“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;

“permitted development” means the classes of development which may be undertaken without requiring planning permission as this is deemed to be granted by the Development Order;

“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 except in special circumstances;

“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;

“retail warehouse” means a warehouse or industrial type building with adjacent surface parking for the sale of products displayed and stored in one and the same area and where the sale of food products is not more than forty per cent (40%) of the principal use

“rural areas” mean lands outside the built up area or coastal areas;

“satellite antenna” means an apparatus designed for transmitting microwave radio energy to satellites or receiving it from them, and includes any mountings or brackets attached to such apparatus;

“shop” means a building used for the carrying on of any retail trade or retail businesses wherein the primary purpose is the selling of goods by retail or for any other purpose appropriate to a shopping area;

“sinkhole” means a natural depression or hole in the surface topography caused by the removal of soil or bedrock, often by water. Sinkholes form naturally when water, drainage patterns are changed and new water diversion systems are developed. However, some sink holes have been correlated to land-use practices, especially from ground water pumping, construction and poor development practices;

“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;

FIFTH SCHEDULE, *contd.*APPENDIX 1, *contd.*

“strategic gap” means an open area of land where development will be strictly controlled to prevent the coalescence of existing built up areas;

“studio” means an open multifunctional unit which serves as a living, sleeping and cooking area along with a bathroom (which may or may not be enclosed) and having a maximum floor area of 400 square feet, 37.16 square metres;

“structure” means anything constructed or erected with a fix 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 buildings, platforms, swimming pools, sheds, boundary walls, fences, radio towers etc.;

“sub-urban” means a residential area located on the outskirts of a town or built up section of a local planning area;

“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;

“urban” means a built up area of town with a local planning area;

“warehouse” means a building, or land used temporarily for the purpose of storage or distribution of goods and materials.

2. *Telecommunications Network—Glossary*

Base Station means—a structure or structures that consist of transmitters and receivers that are connected to antennas by feeder cables. A base station can be a microcell, macrocell or picocell and can either be mobile or fixed.

Co Location/mast sharing means—The utilization of one site by more than one service provider and/or the utilization of one or more masts by more than one service provider.

Exclusion Zone means—an area within which radiation exposure guidelines may be exceeded. Zones shall be a minimum of 20m by 20m (65.6 by 65.6ft) in size and the physical barrier shall be a minimum of 3 metres (9.8ft) in height.

Macrocell means—a base station that provides the largest area of coverage within a mobile network. The antennas at this station must be positioned at a height, which prevents obstruction from terrain or buildings.

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FIFTH SCHEDULE, *contd.*

Mast/Tower means—a ground-based or roof-top structure that supports antennas at a height where they can satisfactorily send and receive radio waves.

Microcell means—base stations that provide additional coverage and capacity to macrocells. A microcell is usually sited where there are large numbers of users. Antennas are usually mounted at street level.

Physical Barrier means—a fence or wall not less than 3 metres (9.8ft) in height which encloses a base station.

Picocell means—a base station, which is normally found within existing buildings and provides more localized coverage than a microcell.

Precautionary Approach means—before a development is permitted it should be shown that the risk from the development is acceptably low. The lack of full scientific certainty or an absence of information indicating that a risk is unacceptably high should not be reasons to approve development.

Radio Waves means electromagnetic wave of frequencies lower than three million megahertz propagated in space without artificial guide (Radio and Telegraph Control Act).

Sound Broadcasting means—the dissemination by wireless telephony of sounds of any description but does not include sounds, which form part of a television broadcast.

Television Broadcasting means—the wireless transmission of visual images or pictures, together with any sounds broadcast for reception along with those images or pictures.

## APPENDIX 2

## LIST OF LOCAL PLANNING AREAS

The town of Lucea is the Parish Capital and the main commercial and administrative centre which provides goods and services to the Parish of Hanover. Hopewell and Sandy Bay which are both located to the east of Lucea are the next major towns with numerous commercial activities and service facilities located within these centres.

Development policies and guidelines have been prepared for all the Local Planning Areas listed below.

1. Lucea
2. Hopewell
3. Sandy Bay
4. Kingsvale
5. Ramble
6. Cascade

FIFTH SCHEDULE, *contd.*

## APPENDIX 3

## SCHEDULE OF DECLARED NATIONAL SITES AND MONUMENTS

Hanover has a rich heritage with several monuments and historical sites. The following have been listed as Declared National Sites and Monuments in Hanover by the Jamaica National Heritage Trust.

NATIONAL SITES AND MONUMENTS	DATE DECLARED
<b>Buildings of Architectural and Historic Interest</b>	
Barbican Estate	16/12/1993
Old Hanover Gaol/Old Police Barracks, Lucea	19/03/1992
Tryall Great House and Ruins of Sugar Works	13/09/1990
Tamarind Lodge	15/07/1993
<b>Forts and Naval and Military Monuments</b>	
Fort Charlotte, Lucea	19/03/1992
<b>Historic Sites</b>	
Blenheim—Birthplace of National Hero—The Rt. Excellent Sir Alexander Bustamante	05/11/1992

## APPENDIX 4

## SITES OF ARCHITECTURAL OR HISTORICAL INTEREST

The list of sites and buildings which follow indicates areas of particular beauty or having historic, archaeological significance. It is not a complete inventory of all significant sites and structures in the parish but gives an indication of what should be preserved in the carrying out of permitted development works and in the absence of intended development to be conserved. The local planning authority may, after consultation with the Jamaica National Heritage Trust and on the advice or direction of the Authority, add to this list. Should any item cease to exist the local planning authority may after consultation with the Trust and the Authority and with the express consent of the Authority, remove such item from the list.

Sites and buildings of architectural or historic interest are as follows:—

- (a) Belvedere House
- (b) Greenwich House
- (c) Chester Castle House
- (d) Haughton Grove House
- (e) Ramble House
- (f) Bamboo House
- (g) Old Guano Mines

FIFTH SCHEDULE, *contd.*

## APPENDIX 5

## SCHEDULE OF BEACHES ALONG THE HANOVER COAST

LOCATION	TYPE OF BEACH
Bull Bay	Fishing
Cousins Cove	Fishing
Cousins Cove	Fishing
Ballast Bay	Bathing
Pedro Point	Bathing
Lucea	Bathing
Dehaneys Point	Fishing
Fort Charlotte	Fishing
Blue Hole	Fishing
Sandy Bay	Bathing
Tryall	Fishing
Round Hill Gully	Bathing
Orchard	Fishing
Round Hill	Fishing



FIFTH SCHEDULE, *contd.*

## APPENDIX 6

SCHEDULE OF ROAD STANDARDS  
(All measurements in metres)

Type of Road	Total Reservation	Carriageway	Side Reservation (each side)			
			Total	Paved	Planted	
(a) Service Roads	9	6	1.5	—	—	Reservation, carriageway, paving and planting may be varied by local planning authority depending on circumstances.
(b) Housing Estate Roads	12	6	3	1.2	1.8	Paving and planting may be varied by local planning authority depending on circumstances.
(c) Main Housing Estate Roads	15	8.5	3.25	1.45	1.8	Paving and Planting may be varied by local planning authority depending on circumstances.
(d) Arterial Roads	30	7.5	See special requirements			(2) 2.4 shoulders and a median strip, or such requirements as the local planning authority may consider adequate.

FIFTH SCHEDULE, *contd.*Schedule of Road Standards, *contd.*  
(All measurements in metres)

Type of Road	Total Reservation	Carri- age- way	Side Reservation (each side)	
			Total    Paved    Planted	
(e) Arterial Roads where standards of (d) are not required	21	14.6	See special requirements	(2) 3.2 footpaths or such requirements as the local planning authority may consider adequate.

Standard of new roads and improvements to existing roads 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.       |

FIFTH SCHEDULE, *contd.*

## APPENDIX 7

## PARKING AND LOADING REQUIREMENTS

*Schedule of Vehicle Parking Requirements Within Site Boundaries*

Type of Development	Minimum Number of Vehicle Parking Spaces Required
Private Residence (up to two bedrooms)	1 for each individual unit.
Private Residence (over two bedrooms)	2 for each individual unit.
Apartment Buildings and Town Houses	1.25 for each individual unit.
Elderly Persons Accommodation (Self contained dwellings)	2 per three units.
Elderly Persons Accommodation (Grouped flat)	1 per three one bedroom units.
Guest Houses	1 for each 2 guest unit plus 1 for each 4.5 square metres of public dining room.
Motels and Hotels	1 parking space for each 2 of the first 40 rental sleeping units; 1 additional space for every 3 rental sleeping units thereafter. In addition 1 employee parking space for each 10 guest rooms plus 1 for each 4.5m <sup>2</sup> of public dining room. 1 coach parking space per 50 bed spaces in the hotel.
Villas	1 per 2 bedroom villa. 2 per 3 bedroom villa.
Hostels for students	1 space for every 4 units plus 1 space for every 2 full-time members of staff.
Civic Administration Building, Office Building, Librarians	1 for each 20 square metres of floor area inclusive of storerooms plus 1 space per unit for staff parking where the building is divided into smaller units.

FIFTH SCHEDULE, *contd.*APPENDIX 7, *contd.*

Type of Building	Minimum Number of Vehicle Parking Spaces Required
Museums and Art Galleries	1 space per 30 square metres of public display space.
Shops, Stores, Supermarkets	1 for each 20 square metres of gross floor area inclusive of store-rooms plus 1 space per unit for staff where the building is divided into smaller units 1 for each 16 of gross floor area. (The same applies to Shopping centres).
Markets	To be assessed individually.
Restaurants	1 for each 4.5 square metres of public dining room.
Take-Away Fast Food Shops	6 spaces per unit, plus 1 for each 4.5 square metres of dining area or public dining room.
Industrial Buildings used for manufacture or storage	1 for each 185 square metres of gross floor area including office space, plus provision for trucks as indicated in vehicle loading requirements.
Dance Halls, Clubs and Bars	1 space per 2 square metres of public floor area.
Games Buildings, Public or Exhibition Halls	1 space per 3 staff members plus 1 space for every 10 square meters of exhibition area.
Cinemas, Concert Halls, Theatre	Town Centre locations, 1 space per 10 seats. Other locations—1 space per 5 seats.
Primary Schools	1 space for every 5 Teachers.
Secondary Schools	1 space for every 5 Teachers, plus 1 space for every 3 non Teaching staff.
Post Secondary Institutions (Colleges, Universities, <i>etc.</i> )	1 space to be provided for every 2 members of staff plus 1 space for every five (5) full-time equivalent students in addition to administration requirements.

FIFTH SCHEDULE, *contd.*APPENDIX 7, *contd.*

Type of Building	Minimum Number of Vehicle Parking Spaces Required
Hospitals	Minimum 1 space for each 4 beds and 1 space for 2 staff members.
Clinics/Health Centres	3 spaces for each practitioner.
Group medical, Veterinary or Dental Practices	2 spaces per practitioner.
Creche, Day Nurseries or Day Care Centre	1 space per 3 staff members plus an area for setting down and picking up of children.
Assembly Halls, Auditoriums, City and Town Halls, Court House, Lecture Halls	1 for each 8 seats.
Place of public worship or religious instruction	1 space per 7 seats plus one parking space for each 4.5 m <sup>2</sup> of floor area in assembly rooms with movable seats or 1 space per 6.5 square metres if no permanent seat is provided.
Petrol Filling Station	5 car parking spaces per service bay plus a minimum of 3 car parking spaces up to a site area of 500 square meters and an additional space for each additional 250 square meters.
Golf Courses	4 spaces per hole.
Tennis/badminton	4 spaces per court.
Parking for Disabled	In all parking areas for developments open to the public consisting of 3–19 spaces—at least 1 space; 20 spaces or more—a minimum of 5% of the total number of spaces.

FIFTH SCHEDULE, *contd.*APPENDIX 7, *contd.*

Type of Building	Minimum Number of Vehicle Parking Spaces Required
Shops, Showrooms, Stores, Markets, Hospitals	1 for each building up to 930 square metres plus 1 for each 1,850 square metres of floor area in excess of 930 square metres to a total of 3. one (1) for each 930 square metres thereafter.
Industrial Buildings used for manufacture or storage	1 for each building up to 460 square metres of floor area in excess of 460 square metres to a total of 3. One (1) for each 4600 square metres thereafter.

Note: The design layout and landscaping of parking areas shall be in accordance with the Parking and Loading requirements in Appendix 9 and Figures 2,3 and 5 of the Appendices.

## APPENDIX 8

## GUIDELINES FOR THE PROPER SITING AND DESIGN OF PETROL AND OIL FILLING STATIONS

1. Stations should be located at a minimum of 152.4m from any public institution such as schools, churches, public libraries, auditoriums, hospitals, public playgrounds, *et cetera*.

2. Area of land to be developed should be sufficient to allow manoeuvring of vehicles within its curtilage but should not be less than 1858 sq. m. with a minimum frontage of 30.5m on the primary street. Where the site is part of a functionally integrated commercial or industrial complex the size may be reduced to not less than 1120 sq. m.

3. Filling Stations will not be allowed in any area where the traffic situation is such that it will cause obstructions in entering or leaving a station or on tight curves where visibility is not adequate.

4. Vehicular access or egress or crossover should be reasonably safe with adequate approach distances especially where main roads and intersections are involved.

5. Wherever possible, stations should be erected on level rather than sloping site to prevent rolling of discarded materials such as cans, drums, *et cetera*.

6. When sited in shopping centres, stations should be located in an isolated area of the development as long as planning criteria are met e.g. set back.

FIFTH SCHEDULE, *contd.*APPENDIX 8, *contd.*

7. Environmental impact on streams, lakes, ponds, aquifer, *et cetera*, will be taken into consideration. An Environmental Impact Assessment may be required from the applicant.

8. Buildings are to be located a minimum of 12.20m. from road property boundaries to provide adequate area for manoeuvring of vehicles in the service area.

9. Canopies and supports over pumps and service equipment when located less than 6m from interior residential lot lines or building or structure should be constructed of non-combustible material.

10. Petrol pumps shall be located a minimum of 30.48m. from any residential building.

11. No fuel pumps or other mechanical equipment shall be installed so as to permit servicing of motor vehicles standing on a public street or highway.

12. All service areas should be paved to avoid dust nuisance.

13. Exterior design of the building should be compatible with adjacent development and should be such that it is not detrimental to property values in the area.

14. In a residential area a landscaped open area 3.0m wide shall be provided along the rear property boundary and 4.6m wide along the side property boundaries, and be separated from paved area by kerb or other barrier.

15. Where the site adjoins the side of, or rear boundary of a residential lot, a solid wall 3.0m in height should be constructed and maintained along that lot boundary.

16. A raised kerb of at least 15cm in height should be erected along street property lines except for driveway openings so as to prevent operation of vehicles on sidewalks, and to define entrance or exit points.

17. Signs should be in accordance with the advertisement Regulations and should be located so as not to reflect the sun into the face of motorists and should be large enough so that they can be seen from a reasonable distance at a reasonable speed.

18. Each tank shall be vented to the atmosphere outside of buildings by means of an independent vent pipe which should not be less than 3.65m in height or 0.6m above the top of the nearest adjacent building.

19. All volatile flammable liquid storage tanks shall be installed below ground.

20. Integral containers of adequate design and capacity should be provided for solid waste, such as discarded cans, bottles, *et cetera*.

21. Proper facilities for storage and disposal of used and waste oil and gas must be provided.

FIFTH SCHEDULE, *contd.*APPENDIX 8, *contd.*

22. Waste water from the washing of motor vehicles, *et cetera* and sewage disposal should be to the satisfaction of the Health Authorities.

23. Fuel should be stored in double walled container with leak spillage and over fill detection system to minimize leakage and prevent contamination of ground water and the material of the tank is to be coated to avoid corrosion.

24. A secondary containment should be in place to contain any spills or leakage and should have a volume of not less than a hundred and ten percent of the volume of the tank itself.

25. Normally no access to nor egress from a filling Station shall be closer than 45.72m to any road intersection or sharp corner, or 76.2m from the intersection of two main roads.

26. Tank access chambers and filling points should be liquid tight to prevent accidental spillage from entering the ground around the installation.

27. The surface around the road tanker discharge area and around the vehicle filling points should be liquid tight, and the area drained to a petrol/oil separator to prevent product from entering off-site drainage systems.

## APPENDIX 9

## THE DESIGN OF PARKING FACILITIES

1. The condition governing the design of parking facilities (see figure 3) for enclosed and unenclosed parking is an unobstructed rectangular minimum space of 5.5m x 2.5m for each car, however,—

- (a) where parking is parallel to the kerb, the length of the car parking space shall be increased to 6.7m;
- (b) where a vehicle can overhang the kerb by 0.6m and such overhanging does not seriously limit the use of a sidewalk or other access, the length of the parking space may be reduced to 4.88m;
- (c) where the use of one car parking space is limited on both sides by a wall or column, the unobstructed width (face to face of obstruction) of the parking space shall be 3.0m or if a door opens into the parking space on its long side, 3.36m;
- (d) where the use of one parking space is limited on one side by a wall or column, the unobstructed width (face to face of obstruction) of the parking space shall be 3.0m;



FIFTH SCHEDULE, *contd.*APPENDIX 9, *contd.*

- (e) the minimum width of a parking aisle shall be 5.5m except where parking is provided at a lesser angle to the aisle than 60 degrees and access is one way only, in which case the following aisle width shall apply;

Angle of Parking		Minimum Aisle Width
30 degrees	—	3.36m.
45 degrees	—	3.97m.
60 degrees	—	5.48m.

2. In the case of parking garages with columns, care must be taken to ensure proper moving of vehicles and in no case should a column project into a minimum parking space aisle.

3. For parking garages, carports and parking areas, the maximum gradient and the maximum cross slope shall be 1 in 20.

4. In certain types of developments, developers will be required to provide loading and off-loading bays within the curtilage of the site.

5. Each bay shall have an unobstructed rectangular space 6.7m by 3.0m and reasonably vehicular access shall be provided to each bay.

6. The parking provision for disabled drivers should be as indicated in Figure 2.

## APPENDIX 10

## RESIDENTIAL DENSITY—STANDARDS AND CONTROLS

*Requirements*

Residential density is used as a control over the physical intensity and bulk of buildings and indirectly as a control on the number of people living on a particular site. Since the actual occupancy of unit of accommodation is a variable that is dependent upon such factors as tenure, size and type of accommodation density is best expressed in terms of habitable rooms per hectare rather than persons per hectare.

While density is useful in assessing proposals, other requirements such as adequate amenity space, ground cover, floor area ratio, security, privacy and car parking spaces will be taken into consideration. The general appearance of the building, distance to adjacent development and established character of the area will also be considered.

In calculating density all the rooms are regarded as habitable rooms except for kitchen and bathroom, landing stairs, passages and storerooms not exceeding 6.5 sq. m. are also excluded. However where a bedroom in a multi-family building can be subdivided it counts as two or more habitable rooms depending on the site for density calculation purposes.

FIFTH SCHEDULE, *contd.*APPENDIX 10, *contd.*

Where the proposal is for a site with an existing building the density of the development should be calculated as follows and shown on the drawings—

- (a) density for the whole site including habitable rooms in the existing building plus the new proposal;
- (b) density for the existing building on its reduced site area;
- (c) density for the new proposal on its new site area;

Low densities may be appropriate for residential development where the site is of irregular shape, the adjacent buildings are low rise, where there are trees or other natural features to be retained, where it is in a conservation area or where another use is involved.

*Security*

Public safety and security should be given attention in the design, layout and lighting of developments, especially as it affects the needs, of women, children, the elderly and disabled persons.

Where possible footpaths, play areas, and car parks should be well lit and should be overlooked by habitable rooms or kitchens.

Footpaths should have a clear view through to public areas without any blind corners. Rear access ways to dwellings should be avoided as should access through a block of flats or between houses to other flats.

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 dinning room, study lounge or a kitchen which is combined with one of the above uses.

FIFTH SCHEDULE, *contd.*APPENDIX 10, *contd.*

A privacy zone should normally not be less than 4.5 metres deep. Outside a window of a habitable room the minimum distance to a wall or building should be 7.5 metres. These distances may be varied by the Planning Authorities depending on the circumstances.

Minimum distance between two storey building is 3.0 metres.

An outdoor area adjacent to a non-habitable room shall have a minimum depth of 1.2 metres plus 0.6 metre for each additional storey above the storey or partial storey at ground level.

The minimum distance between two end elevations of two apartment buildings should be 1.0 metres plus 0.3 metre for each additional storey above the storey or partial storey at ground level to a maximum of 4.0 metres. This is not applicable if the end elevation has the only window of a habitable room. If so the distance should be minimum 7.5 metres. Along either front or back elevations there should be a privacy zone of appropriate length. These distances may be varied by the Planning Authorities depending on the circumstances.

For distance between buildings of different heights, the height of the highest one dictates the distance of parking from habitable room windows.

*Amenities**(i) Single Family Detached Development*

In housing developments, space such as parks, playgrounds and sports fields are needed as part of the public areas. To ensure that this need is satisfied, in all new residential area in excess of 10 lots usable lands must be reserved for the above community non-residential needs at the minimum rate of one hectare to every one hundred (100) dwelling units. Such land should be landscaped initially and otherwise be developed.

The land reserved for public use should not be pieces left over as unsuitable for development of houses. It is important that the land is on usable ground and also that it is properly located within the neighbourhood so that it can be conveniently used for the required public purpose.

Consideration should also be given to the provision of large open spaces rather than several small ones.

*(ii) Multi-Family Development*

Space must be set aside for recreational and landscaping purposes different from the land reserved for the building, car parking, driveway areas, foot paths accessory building and ancillary uses where required. This referred to as the amenity area will normally be a portion of the total site, but may also include swimming pools, communal

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FIFTH SCHEDULE, *contd.*APPENDIX 10, *contd.*

lounges and other areas within the site which, in the judgment of the Planning Authorities, can be used for general recreational purposes.

The minimum common “amenity area” for each unit should be provided as follows:

- Studio Unit 15 square metres
- One-Bedroom Unit 30 square metres
- Two or more Bedroom Unit 60 square metres

*Landscaping*

In new residential developments a site plan will be required showing the accurate position of all existing trees and shrubs and those that are proposed to be removed and those to be planted.

Existing trees and shrubs should, where possible be protected during the construction period by exclusionary fences which should be erected before site clearance commences.

The landscaped areas should be laid out before the development is occupied so that they will be ready for maintenance at the time of occupancy.

Applications will not be considered in outline if the development or the area is felt to be environmentally sensitive.

FIFTH SCHEDULE, *contd.*

## APPENDIX 11

## CAVES IN HANOVER

NAME OF CAVE	LOCATION
Bessimount Cave	Axe & Adze area
Baulk Mountain Caves	Glasgow area
Busha Mouth Cave	Askenish area
Cedar Hall Cave	Cedar Hall
Clifton Cave	Clifton
Dolphin Cave	Dolphin Head
England Cave	Lances River
Flower Hill Cave	Flower Hill
Geneva Mountain Cave	Dolphin Head
Gilmore Cave	Maryland
Hazelymph Cave	Hazelymph
Hillsbrook Cave	Pennycooke
Knockalva Cave	Knockalva
Mckenzie Cave	Haughton Tower
Medley Cave	Quasheba Mountain
Pondside Cave	Pondside
Rejoin Cave	Rejoin
Rusea School Cave	Lucea
Success Cave	Success
Suicides Hole	Eardsley

FIFTH SCHEDULE, *contd.*

## 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.

*Location Plan*

A location plan is to accompany each scheme plan showing the position of the subdivision in such a manner as to facilitate mapping and location on ground. Such a plan should:

- (a) show the nearest places of importance to and from which any road leads;
- (b) show definable and easily recognizable marks on earth together with necessary data such as distance from nearest mile post.

FIFTH SCHEDULE, *contd.*

## APPENDIX 13

*Subdivision Assessment Criteria*

The Planning Authority will take into consideration the following criteria in assessing subdivision applications;

- (a) whether or not closer subdivision or settlement of the land shown on the scheme plan is in the public interest, or the land for any other reason whatsoever is suitable for subdivision or it is premature having regard to the provision of essential engineering and social services;
- (b) if adequate provision has been made for the drainage of any allotment or the disposal of sewage therefrom;
- (c) if the subdivision would interfere with or render more difficult or costly the carrying out of any public work or scheme of development which is proposed or contemplated by the Government of Jamaica or any local authority;
- (d) if the proposed subdivision conforms to recognised principles of town planning;
- (e) if there is adequate information given concerning the proposed co-ordination with adjacent land and its development and services;
- (f) if the development conforms to the standards of amenity already established in the area which should not be less than that for the proposal
- (g) if the proposal satisfies community needs by dedicating land of appropriate shape, slope and location at the minimum rate of 100 lots per hectare for the purpose.

FIFTH SCHEDULE, *contd.*

## APPENDIX 14

## VISIBILITY SPLAYS

Visibility splays are the angles of visibility which are designed at all major road intersections. They are intended to facilitate the unobstructed vision of motorists from one street on to the other, thereby minimizing the risks of accidents. Suggested visibility splays in relation to street type are listed below:

## ROAD VISIBILITY SPLAYS AND SIDEWALKS RESERVATIONS

Road Type	Total Width (m)	Carriage Way (m)	SIDEWALK RESERVATION			Visibility Splay Angle (Degrees)	Splay Distance (m)
			Total (one side) (m)	Paved (m)	Planted (m)		
Service Road	9	6	1.5	—	—	45	1.8
Estate Road	12	6	3.3	1.2	1.8	45	3.0
Main Estate Road (spine or collector)	15	8.5	3.25	1.45	1.8	30	3.0
Main arterial road (adjacent residential areas)	21	14.6 Dual	3.25	1.45	1.8	30	2.1

## Sidewalk Reservations

—Sidewalk reservations are required to support the paved surface of the road and to provide areas for safe emergency stopping of vehicles. They should never be used as permanent parking places for vehicles.

—The construction of sidewalk reservations should be done as carefully as the construction of the main paved area of the road except that shoulders on access roads would not normally be paved.

—Unpaved sidewalk reservations should be properly grassed and maintained, otherwise, storm water may enter the road base and affect the stability of the road.



FIFTH SCHEDULE, *contd.*

## APPENDIX 15

GENERAL DEVELOPMENT STANDARDS FOR  
TELECOMMUNICATION NETWORK

## 1. Standards

*Size of site for base station for free standing structure.*

- (i) No base station shall be less than 400 square meters (1312.3 square ft.) for self-support towers.

*Set back for free standing structure*

- (ii) The foremost part of each mast/tower shall be a minimum distance of 6.1 meters (20 feet) from the physical barrier.

*Exclusion Zone*

- (iii) Exclusion zones shall be determined and defined by acceptable physical barriers and appropriate grating. Zones shall be a minimum of 20m by 20m (65.6ft by 65.6ft) in size and the physical barrier shall be a minimum of 3 meters (9.8ft) in height within the cartilage of the site.

*Height of tower*

- (iv) The minimum height of self support towers/masts shall not exceed 45.72 meters (150ft) within urban areas.
- (v) All masts/towers over 30 meters (98.4ft) must comply with the stipulation of the Civil Aviation Authority and Spectrum Management Authority. For rooftop structures, the height of the building must constitute apart of the measurement.

*Signage*

- (vi) Readily identifiable signage warning the public to “Keep Out”, who the operator/s of the site are, their emergency contact numbers shall be posted at a conspicuous position at the site.

*Parking and Access to site*

- (vii) Sites must be adequately sized to accommodate the maneuvering and parking of not less than two service vehicles. Access way shall be a minimum of 6.1m (20ft) with parking bays being 5.5m by 2.5m (18 feet by 8 feet).

*Emissions*

- (viii) Emissions from any apparatus associated with a base station shall conform to Natural Resources Conservation Authority (Industrial Air Quality) Regulation 2004.

FIFTH SCHEDULE, *contd.*APPENDIX 15, *contd.*

## 2. Information Accompanying Application.

*A. Consultation Information*

- (i) Result of consultation conducted by operators shall be submitted along with the application as an accompanying statement.
- (ii) The nature of the consultation undertaken for example, community meetings, serving of notices in the press *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 16

## GUIDELINES FOR HOTEL DEVELOPMENT

*Density*

The density for hotel development will be calculated on the basis of the number of guest rooms per hectare. A guest room is a hotel bedroom together with bathroom and all the ancillary accommodation normal in a resort hotel.

Dwelling houses or resort apartments will be based upon the number of habitable rooms per hectare (see definition).

Factors that will be considered in determining the density of a development are:—

- The availability of utilities such as water, sewerage facilities, *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 guest houses or resort apartments will range from a low of 37.5 habitable rooms per hectare (15 hr/a) to a high of 125 habitable rooms per hectare (50 hr/a) along the coastal areas, and a maximum of 75 habitable rooms per hectare (30 hr/a) inland. It should be noted that these densities maybe varied by the Planning Authorities based on the existing physical conditions in the area and also depending on the level of infrastructure available. The ground cover or plot coverage will be 15 per cent maximum and the plot area ratio or floor area ratio a maximum of 20 per cent.

FIFTH SCHEDULE, *contd.*APPENDIX 16, *contd.*

The density of hotels will range from 18.5 guest rooms per hectare (7.5hra) to a maximum of 75 guest rooms per hectare (30 hr/a) in environmental sensitive coastal areas and inland areas. These densities may be varied by the Planning Authorities, depending on the level of infrastructure available and prescribed to strict stipulations or conditions and must adhere to the recommendations of the relevant Planning Authorities.

Where the proposal is part of another development such as a golf course the density will be calculated over the area that the buildings occupy rather than the total site area.

*Access*

Access points to hotels should be located so as to minimize turning movements across traffic where possible they should be located on service roads where the volume of traffic is less.

*Height*

Accommodation located on the beach will not be allowed to exceed three stories in height plus pitched roof if desired subject to a ridge height of 12m (40 ft.) above mean sea level. However, in areas where the hotel is to be located on parcels of land exceeding 4.0 hectares in area higher buildings may be allowed. This will depend on the character and design of the building in relationship to the surrounding areas and other material consideration. Only low rise resort development will be encouraged along the undeveloped coastal areas outside of the built up areas.

*Setbacks*

Setback from the high water mark should be in conformity with the guidelines in figure 4 as the terrain and other conditions along the coast differ. No building should be located within 12 metres of a road boundary and side boundaries should be a minimum of 3.7m for buildings up to three floors. An additional 1.5m is to be added for each extra floor in excess of three floors. This could vary depending on the size and location of the site, the character of the surrounding area and the height of the building.

*Parking*

This should be on site and conform to the requirements set out in the parking standards in terms of requirements, design and landscaping.

*Site Planning Considerations*

Development must satisfy the requirements for ground plot cover, plot floor area ratio, building height and habitable rooms or guest rooms per hectare whichever is relevant.

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FIFTH SCHEDULE, *contd.*APPENDIX 16, *contd.*

The standard for guest rooms per hectare is based on normal space standards for central and ancillary facilities in resort hotels. Where these fall below the normal, adjustments will be made by the Planning Authorities in the number of guest rooms so that it is in conformity with allowable densities in the area.

The local planning authority may exercise control over issues other than density such as the provision of parking and aesthetic concerns in the processing of applications.

In urban areas hotels should have a minimum lot area of 0.2 hectare of land for fifty (50) rooms, however, outside of urban areas the requirement is expected to be higher.

## APPENDIX 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 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.
  - (ii) Amenity

FIFTH SCHEDULE, *contd.*APPENDIX 17, *contd.*

- (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 detach, duplex or semi-detach dwelling with ground level access shall be subjected to satisfactory arrangements for the disposal of sewage and general amenities as follows:

## (a) Detach House

## (i) Main Urban Area

Minimum of 325.15 m<sup>2</sup> for internal lots (3500 sq. ft.)

Minimum of 418 m<sup>2</sup> for corner lots. (4500 sq. ft.)

## (ii) Sub Urban Area

—Minimum of 371.6 m<sup>2</sup> for internal lots (4000 sq. ft.)

—Minimum of 464.5 m<sup>2</sup> for corner lots (5000 sq. ft.)

## (iii) Rural Towns

—Minimum of 4645 m<sup>2</sup> for internal lots (5000 sq. ft.)

—Minimum of 557.4 m<sup>2</sup> for corner lots (6000 sq. ft.)

## (iv) Rural Areas (Lots outside the above)

—A minimum of 1011.75 m<sup>2</sup> (10890 sq. ft.)

(b) Semi -detached or duplex house (for each half) falling under (i) and (ii) above minimum of 278.7m<sup>2</sup> for internal lots minimum of 371.6m<sup>2</sup> for corner lots.

## (c) The minimum size of lots may be reduced for housing schemes where the layout indicates that this can be done and the required amenities and utility services are available to satisfactorily support the level of development proposed.

## (d) The minimum lot width for 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 (½ 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.

—A minimum of 14.9m from the rear or 2/3 the height of the building, whichever is greater is recommended.

## (b) Apartments are guided by different densities depending on the area in which they are located. The densities control the heights of the buildings and eventually the setbacks. In all situations the setback from the roadway will be guided by the height and width of the road and should not be less than 21.0m from the road centre line. For the other guidelines please see appendix 11 and figure 1.

## (c) Commercial and office developments—In addition to the guidelines provided below for commercial and office development refer to Sectoral and General Development Policies and the Appendices of this order.

## (i) Minimum setbacks from property boundaries for Commercial development:

—Buildings located within business centres on lots identified for commercial use may be constructed with zero lot line subject to the provision of parking and other required standards to the satisfaction of the planning authority.

—Where commercial development adjoins lots identified for or currently used for residential purposes, the structure must be setback at least 3 meters from that boundary.

FIFTH SCHEDULE, *contd.*APPENDIX 20, *contd.*

## (ii) Minimum setbacks from property boundaries for Office development:

—Buildings located within business centres on lots identified for office use may be constructed with zero front lot line subject to the approval of the road authority, the provision of parking and other required standards to the satisfaction of the planning authority.

—Where compatible office development is contemplated for infill development in residential areas:

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

## (d) Institutional—Setbacks for the schools and churches should be:

—1.5m from the side property boundary per floor

—3m from the rear property boundary

—6m from the front property boundary

—all measurements should be taken from the face of the building to the property boundary unless otherwise specified.

—the height of the buildings should not exceed two (2) floors from ground level for single family detached and duplex building. Basement may be located below ground level depending on the contour of the land.

—the setbacks from any lot line may be increased by the Planning Authority in order to protect the privacy and visual amenities.

—Site coverage should not exceed fifty percent (50%). Refer to Appendix 11 and Figure 1 for guidelines for other uses.

## APPENDIX 21

## HILL SIDE DEVELOPMENT GUIDELINES

*Residential Densities and Lot Sizes*

(1) In calculating densities only areas that are developable will be included. Scarp slopes, steep sided gullies, unstable hillsides, cliff faces, steep slopes exceeding 30 degrees will not be considered.

(2) In general, the developable area on a hill side site shall be contiguous (boundaries are in contact and not scattered throughout the site). If the site is to be used for multi-family the size of the lot should be a minimum of 0.8 hectares (2 acres).

FIFTH SCHEDULE, *contd.*APPENDIX 21, *contd.*

(3) Areas that are within the developable zone, but falls outside the contiguous developable area shall be included as part of the total developable area only if that portion of the site is accessible and of a minimum size of 0.2 hectares (0.5 acre) for single family development and 0.8 hectares (2 acres) for multi-family development.

(4) Where the hillside is to be used for development and straddles all slope gradient categories, the average slope shall be used to determine residential zoning density.

(5) In order to determine zoning density, the slope category within the developable portion of the land will be used as the guideline for residential densities. Tables 8.1 through to 8.3, of the hillside development manual for Jamaica prepared and published by the Mines and Geology Division provides recommended guidelines in this regard and should be consulted.

(6) Slopes in excess of 30 degrees or unstable or active slopes on which development is proposed shall not be considered or used for residential purposes.

(7) Ecological formations which are normally problematic for construction e.g. shales, colluvial soils and some non-limestone rock slopes shall be included from class 3 slopes (steeply sloping). These may be reviewed on a case by case basis.

(8) Subdivision roads with circular/rectangular cul-de-sacs shall have minimum lot frontages of 8 metres for class 1, slope, 10 metres for class 2 slope and 14 metres for class 3 slopes provided that the back boundary is at least 3.5 times the length of the frontage (see fig 8.2 in the Hillside Development Manual for Jamaica).

*Slope Steepness*

(1) Development will be permitted on slopes up to 30 degrees (58% slope) and may be allowed in areas above under extraordinary circumstances subject to special conditions e.g. non-residential type development such as cellular towers.

(2) Areas with the potential for landslides, erosion and debris flood with slope gradient in excess of 26 degrees (50% or 1:2 slope) should have extraordinary provisions that would allow developments to proceed with minimal disturbance.

(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.

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FIFTH SCHEDULE, *contd.*APPENDIX 21, *contd.*

(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.

(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,

FIFTH SCHEDULE, *contd.*APPENDIX 21, *contd.*

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

- o Shops e.g. grocery, pharmacy *etc.*
- o A primary school including basic school (unless existing in immediate vicinity).
- o Communal areas (including parking, sidewalks, commercial space, park and play areas).

## Development of 601 to 1000 dwelling units

- o A primary school, basic school/day care centre.
- o Commercial areas of 10 square metres per family including covered and open areas, parking, petrol station *etc.*
- o Communal areas including parking spaces, access roads, sidewalks, park and play area.

## Development of 1001 to 3000 dwelling units

- o Adequate educational facilities for the anticipated school age population.
- o Space for commercial, cultural and social activities at the rate of approximately 10 square metre per family.
- o A small administrative centre e.g. government office.
- o Communal areas including parks, playgrounds, parking spaces, sidewalk *etc.*
- o A church.
- o A sport field.

FIFTH SCHEDULE, *contd.*

## 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.

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.

FIFTH SCHEDULE, *contd.*APPENDIX 23, *contd.*

- (iv) The routing must maintain regulated distances from other infrastructure and services, which exists in the area. These include for example electrical cables, fiber optic cables, telephone lines, water conduits and drainage networks. The minimum distance from the routing must be 0.4 metres except for electrical cables which must be maintained at a distance of 1 meter. If it is not possible to maintain this distance, mechanical protection elements must be installed between them.
- (v) When the gas pipeline is in proximity to an overhead power line with metallic towers, the distance to the towers must be at least 5 meters. In addition, a detailed dedicated report assessing the influence between both installations must be prepared.

*The Site*

- (i) The LNG Company must own the property or have an agreement in place for using the plot of land for this purpose for the minimum period of 20 years.
- (ii) The land on which the LNG satellite plant or Regasification Terminal is to be constructed must be flat, with a minimum gradient to avoid the formation of puddles from rain. The design of slopes and trenches is to be carried out to take this into account.
- (iii) A control center, warehouse and other auxiliary buildings are necessary in the construction and operation of a Storage and Regasification Terminal and the erection of these must conform to the Planning and Building Laws of Jamaica.
- (iv) Provisions must be made for the effective management of waste generated during the operations and maintenance of the facility. It will be necessary for the segregation of different types of waste such as waste oils and oily rags used during maintenance.
- (v) Aesthetic impacts must be assessed with considerations given to the efficient use of land and the aesthetic impact on the surroundings being taken into account.
- (vi) All LNG storage tanks must be equipped with some form of secondary containment with the height and thickness necessary to ensure that all leaks or spills are effectively contained. This may take the form of impoundment or bounded areas which must be separated from the tank by at least 1.5 meters to permit access of a

FIFTH SCHEDULE, *contd.*APPENDIX 23, *contd.*

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.
- (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.



FIFTH SCHEDULE, *contd.*APPENDIX 23, *contd.**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 m<sup>3</sup>, a water system may be installed to water the high part of the tanks to avoid fire. If the plant does not have access to a regular water supply it must be equipped with a water reservoir that can deliver 2 hours of water supply at a sufficient rate of 3 litre/min/m<sup>2</sup> in case of fire.
- (iv) An odourisation system must be installed to odorize the natural gas before it leaves the plant.
- (v) The plant must be equipped with extinguishers in the tank zone and in the vaporizer zone and this should be done in association with the Fire Department.

*Landscaping*

- (i) Landscape proposals prepared by a Landscape Architect showing a scheme of hard and soft landscaping should be submitted along with the application for the proposed development.
- (ii) The design must include a landscaped open area, 3 meters wide along the property boundary,
- (iii) Landscaping including trees or shrub planting and suitable screening surrounding the plant may be required to integrate the facility into the local environment.

*Drainage*

- (i) Rain Water in the impoundment areas must be extracted by pumps or holes in the wall which must be closed immediately after the water is removed.
- (ii) Hazardous waste must be confined and managed in compliance with the facility's approved Risk Prevention Plan and the storage areas must not be directly or indirectly connected to the public drainage systems.

FIFTH SCHEDULE, *contd.*APPENDIX 23, *contd.*

- (iii) Waste water from the washing of equipment and sewage disposal, must meet NEPA's and the health authorities guidelines and standards for sewage and effluent discharge.

3. *Site Planning Considerations*

- (i) The site plan must make provision for horizontal and vertical tank installations. The applicant must access and justify the impact on the landscaping for the chosen tank configuration.
- (ii) The most suitable and efficient design must be selected in connecting the gas pipeline to the plant at the consumption point.
- (iii) Proposals for the installation of STORAGE and REGASIFICATION TERMINAL must include an Environmental Impact Assessment done in accordance with the requirements of the Natural Resources Conservation Authority. This should include assessment of the site for the potential for negative impact on water, soil and air for potential impacts on flora and fauna, the human society within the sphere of influence and any other potential impacts on the environment. The assessment must also include recommended mitigation techniques for the cited impacts. Preventative and protective measurements must be incorporated into the assessment along with a proposal for future assessments.

4. *Safety Considerations*

- (i) The main hazard is due to the flammable nature of the LNG and the NG which both burn when exposed directly to an ignition process. Fire protection systems must be designed to protect all the processes and areas at the facilities.
- (ii) If there is a leak without the incidence of ignition then the natural gas will be diluted by the air. Therefore a safety area around the facility that allows for sufficient dilution of the natural gas must be established to minimize any effects a leak may have on other surrounding infrastructure.

FIFTH SCHEDULE, *contd.*

## LIST OF FIGURES

## FIGURE 1

## DENSITY, HEIGHT AND LOT COVERAGE FOR MAJOR LAND USES

Major Use which is specified	Maximum Permissible Floor Area Ratio	Maximum Plot coverage (% of net area)	Maximum Permissible Height (No. of stories above frontage)	Minimum Green Spaces Required within Net Plot Area (%)
RESIDENTIAL (Maximum Habitable Rooms per Hectares)				
Single Family Residential	0.50	50	To be determined by Planning Authority	45
3—75 habitable rooms per ha.	0.33	33 <sup>1</sup> / <sub>3</sub>	2	33 <sup>1</sup> / <sub>3</sub>
75—125 habitable rooms per ha.	0.50	33 <sup>1</sup> / <sub>3</sub>	4	33 <sup>1</sup> / <sub>3</sub>
126—250 habitable rooms per ha.	0.66	33 <sup>1</sup> / <sub>3</sub>	6	33 <sup>1</sup> / <sub>3</sub>
251—375 habitable rooms per ha.	1.00	33 <sup>1</sup> / <sub>3</sub>	10	33 <sup>1</sup> / <sub>3</sub>
COMMERCIAL				
General Commercial in Business Centres	1.00	50	2	20
OFFICE				
Office in Business Centres	2.00	50	10	20
Office in Other Areas	0.50 or as indicated in the policy Guidelines for the area	33 <sup>1</sup> / <sub>3</sub>	2	33 <sup>1</sup> / <sub>3</sub>
Industrial	0.50	33 <sup>1</sup> / <sub>3</sub>	2	33 <sup>1</sup> / <sub>3</sub>
Institutional	0.66	33 <sup>1</sup> / <sub>3</sub>	3	50

FIFTH SCHEDULE, *contd.*FIGURE 1, *contd.*

## NOTE:

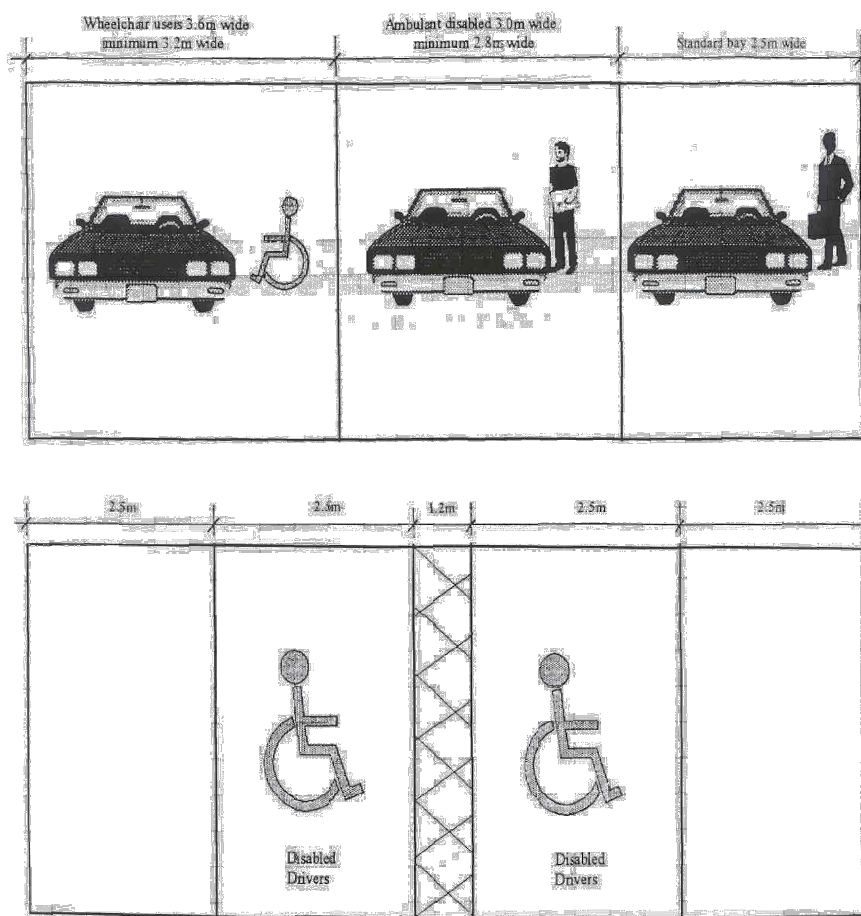
1. Floor area ratio and height of a building will be used to control the quantity of floor space proposed by a development. This is necessary to avoid the over development of a site which could result in excessive strain on the infrastructure in an area.
2. It is not necessary that all the developments should meet the proposed floor area ratio level indicated as this is a maximum and not a minimum.
3. Where a residential and a non-residential use occupy different sections of a site, the floor area ratio and residential density will be calculated in relation to the portion of the site occupied by each.
4. Where both uses are combined in the same building the residential density will be calculated after subtraction of the area needed to accommodate the non-residential development at the normal maximum plot ratio or *vice versa*.
5. The maximum plot coverage for commercial and office buildings may be varied by the Planning Authorities.

FIFTH SCHEDULE, *contd.*

FIGURE 2

## PARKING FOR DISABLED

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

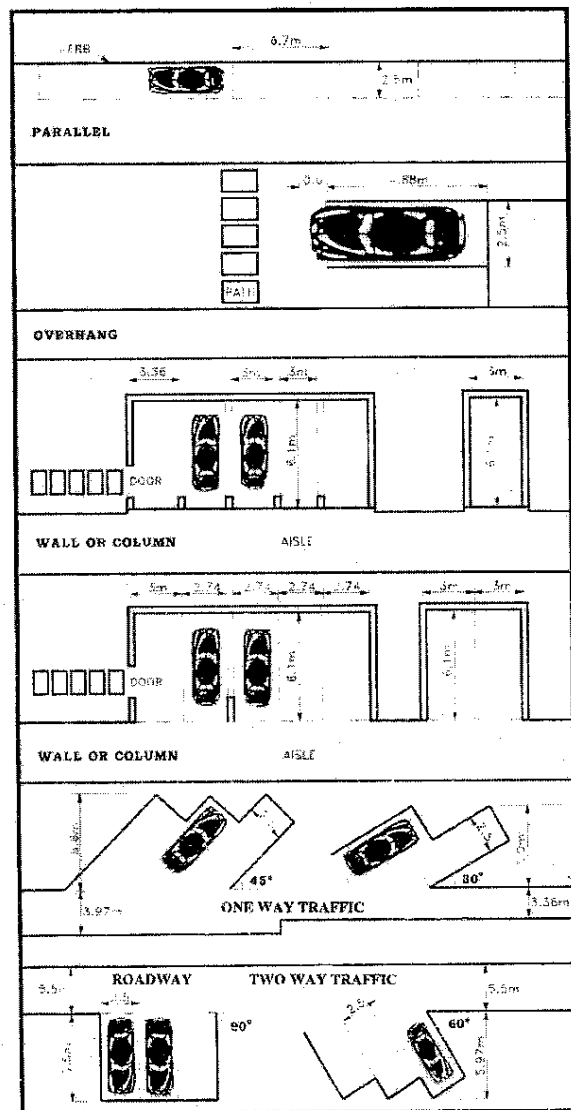


Where adjacent spaces are reserved for disabled drivers, an access area 1.20m wide may be marked on the ground to indicate that cars should be parked to either side. This will allow for access on one side to the driver's door of a car, and on other to the passenger's door. Car parking spaces for use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

FIFTH SCHEDULE, *contd.*

FIGURE 3

## PARKING LAYOUT

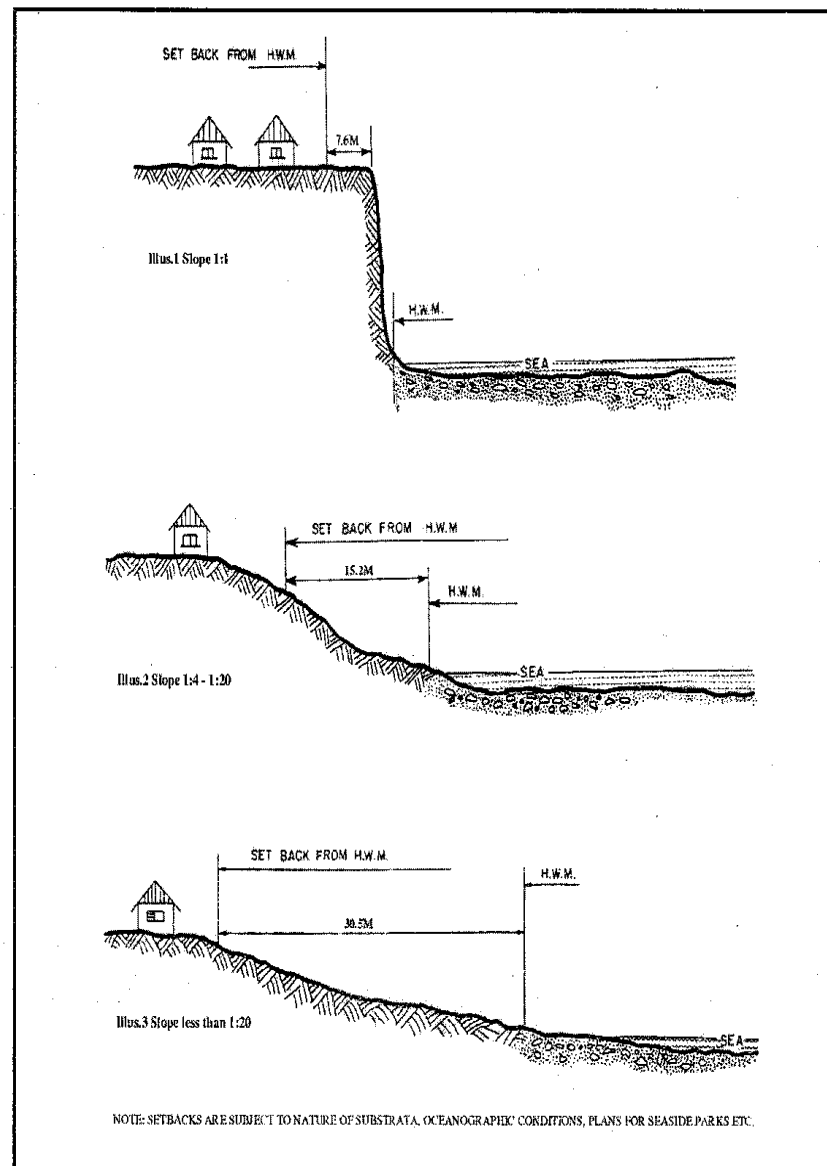


ALL DIMENSIONS IN METRES

FIFTH SCHEDULE, *contd.*

FIGURE 4

## SETBACKS FROM HIGH WATERMARK

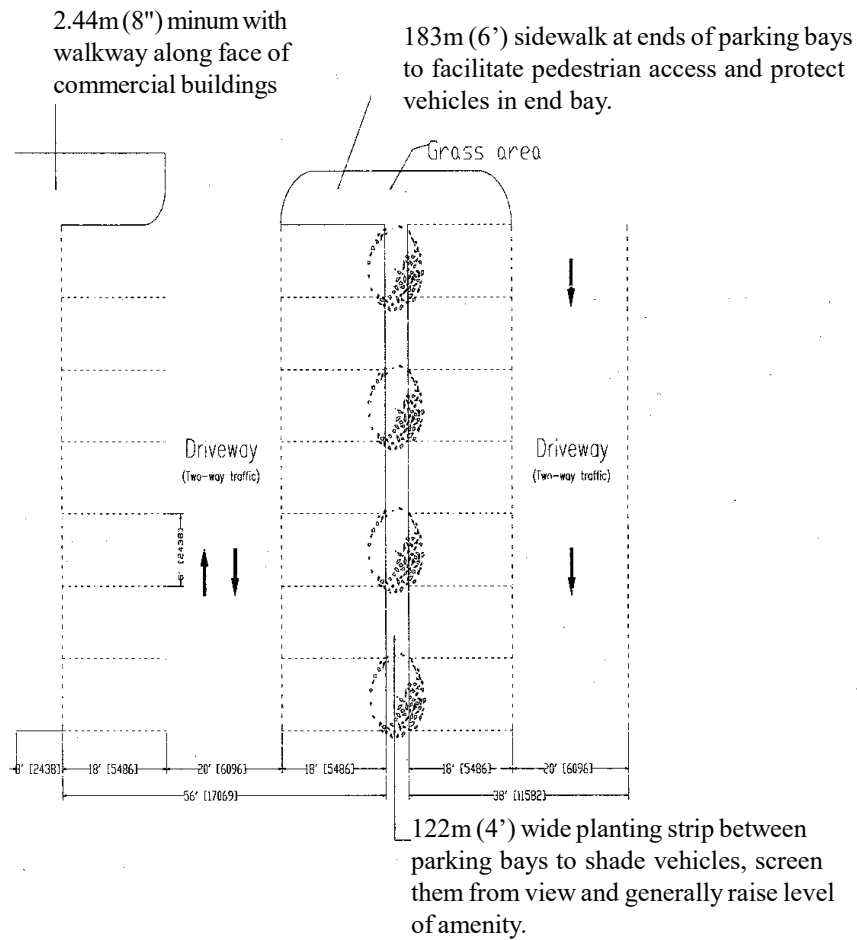


FIFTH SCHEDULE, *contd.*

## FIGURE 5

## PARKING STANDARDS

## 90 degrees—Angled parking design Showing Landscaping

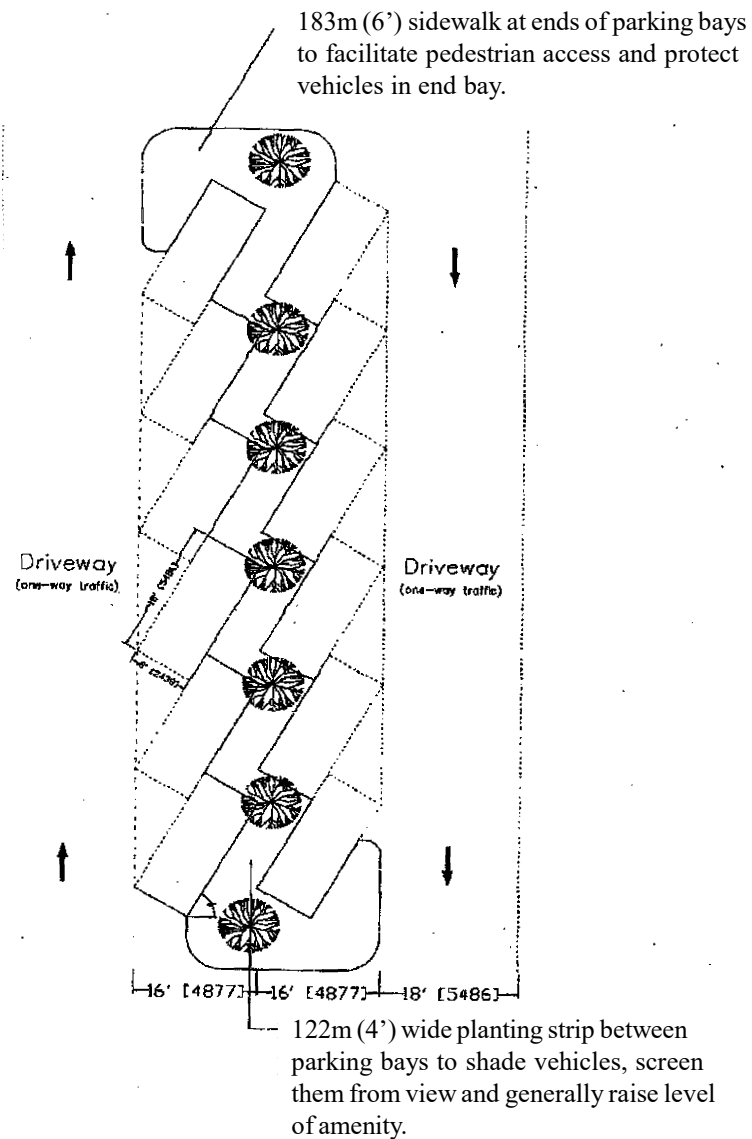




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## PARKING STANDARDS

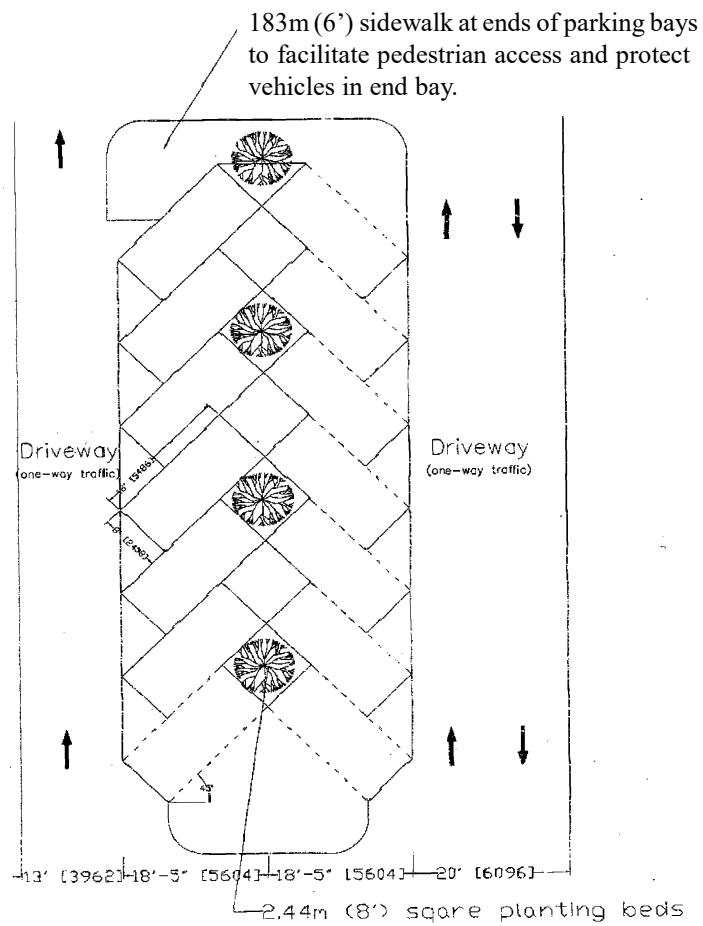
60 degrees—Angled parking design (double bay) Showing Landscaping



FIFTH SCHEDULE, *contd.*

## PARKING STANDARDS

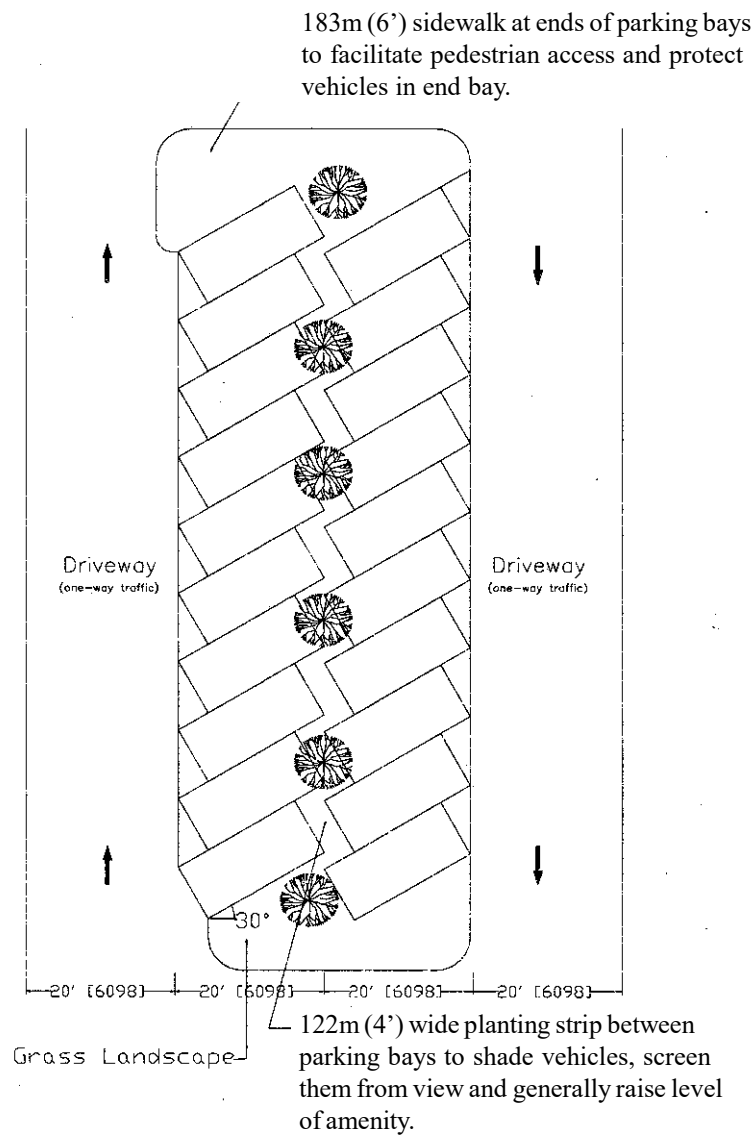
45 degrees—Angled parking design (double bay) Showing Landscaping



FIFTH SCHEDULE, *contd.*

## PARKING STANDARDS

## 30 degrees – Angled parking design (double bay) Showing Landscaping



FIFTH SCHEDULE, *contd.*

## LIST OF ABBREVIATIONS

C	Conservation of the Natural and Built Environment
CD	Cascade Local Planning Area
CA	Control of Advertisements
E	Energy Conservation
GD	General Development Policies
H	Housing
HO	Hopewell Local Planning Area
K	Kingsvale Local Planning Area
L	Lucea Local Planning Area
LPA	Local Planning Area
M	Minerals
OBJ	Objectives
PFS	Petrol Filling Station
R	Ramble Local Planning Area
RAP	Rural Area Policies
RE	Rural Economy
SB	Sandy Bay Local Planning Area
SA	Social Amenities
SP	Sectoral Policies
SUE	Sub Urban Economy
TELE	Telecommunication
TO	Tourism
T	Transportation and Traffic
UC	Undeveloped Coast
UE	Urban Economy
WT	Waste Treatment and Disposal

FIFTH SCHEDULE, *contd.*

## ACKNOWLEDGEMENTS

The Town and Country Planning Authority would like to thank the many persons, Organizations, Institutions, Departments and Ministries for their input to this Development Order. Although it is not possible to recognize all contributions special mention is made of the following:—

- (1) The Jamaica Urban Transit Company
- (2) Housing Agency of Jamaica
- (3) Jamaica National Heritage Trust; 79 Duke St., Kingston
- (4) Ministry of Agriculture and Lands; The National Minerals Policy (2<sup>nd</sup> Draft for discussion Purposes, August 2006)
- (5) Ministry of Tourism and Sports; Master Plan for Sustainable Tourism Development
- (6) Ministry of Labour and Social Security; Statistical Bulletin 2002
- (7) National Environment And Planning Agency; Development and Investment Manual, Volume 1 Section 1- Planning and Development—Chapter 2.
- (8) National Environment and Planning Agency
- (9) The Water Resources Authority
- (10) The National Land Agency; Topographic Base Maps and Land Parcels
- (11) National Solid Waste Management Authority; 61 Half Way Tree Rd.; Kingston 10.
- (12) Office of the Prime Minister; Development Planning Unit
- (13) The Municipal Corporation; Hanover
- (14) The Planning Institute of Jamaica; Economic and Social Survey of Jamaica and various other publications.
- (15) The National Works Agency
- (16) Members of Staff; Social Development Commission, Hanover.
- (17) The Statistical Institute of Jamaica (STATIN); Statistical Data (including Enumeration Districts)
- (18) The Town and Country Planning Authority; the Town and Country Planning (Hanover) Confirm Development Order 1962.
- (19) The Mines and Geology Department
- (20) The Community Based Organization and other Stakeholders in the Parish of Hanover

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FIFTH SCHEDULE, *contd.*

- (21) The Social Development Commission
- (22) Energy Efficiency in Jamaica – Report from Global Energy Workshop, United States Energy Association (USEA) and United States Agency for International Development (USAID)—March 6—13, 2010.

FIFTH SCHEDULE, *contd.*

## LIST OF MAPS

Hanover Area Development Order Map	Map 1
Lucea Local Planning Area	Inset No. 1
Lucea Local Planning Area	Inset No. 1.1
Hopewell Local Planning Area	Inset No. 2
Sandy Bay Local Planning Area	Inset No. 3
Kingsvale Local Planning Area	Inset No. 4
Ramble Local Planning Area	Inset No. 5
Cascade Local Planning Area	Inset No. 6
Hanover Area Density Map	Map 2

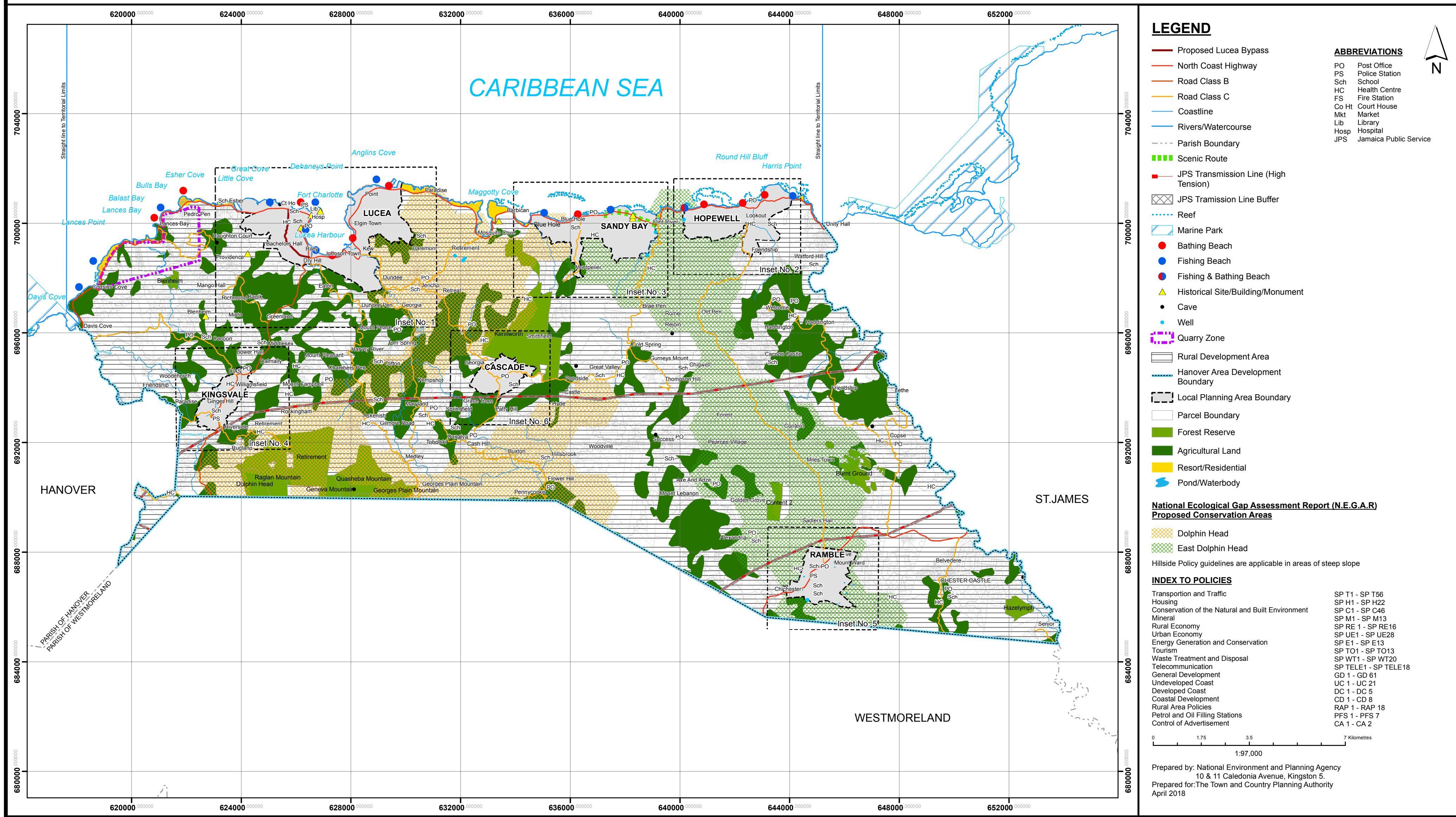
Dated at 10 Caledonia Avenue, Kingston 5, this 18th day of May, 2018.

DANVILLE WALKER, O.J., J.P.  
Chairman  
Town and Country Planning Authority.



# HANOVER AREA DEVELOPMENT ORDER

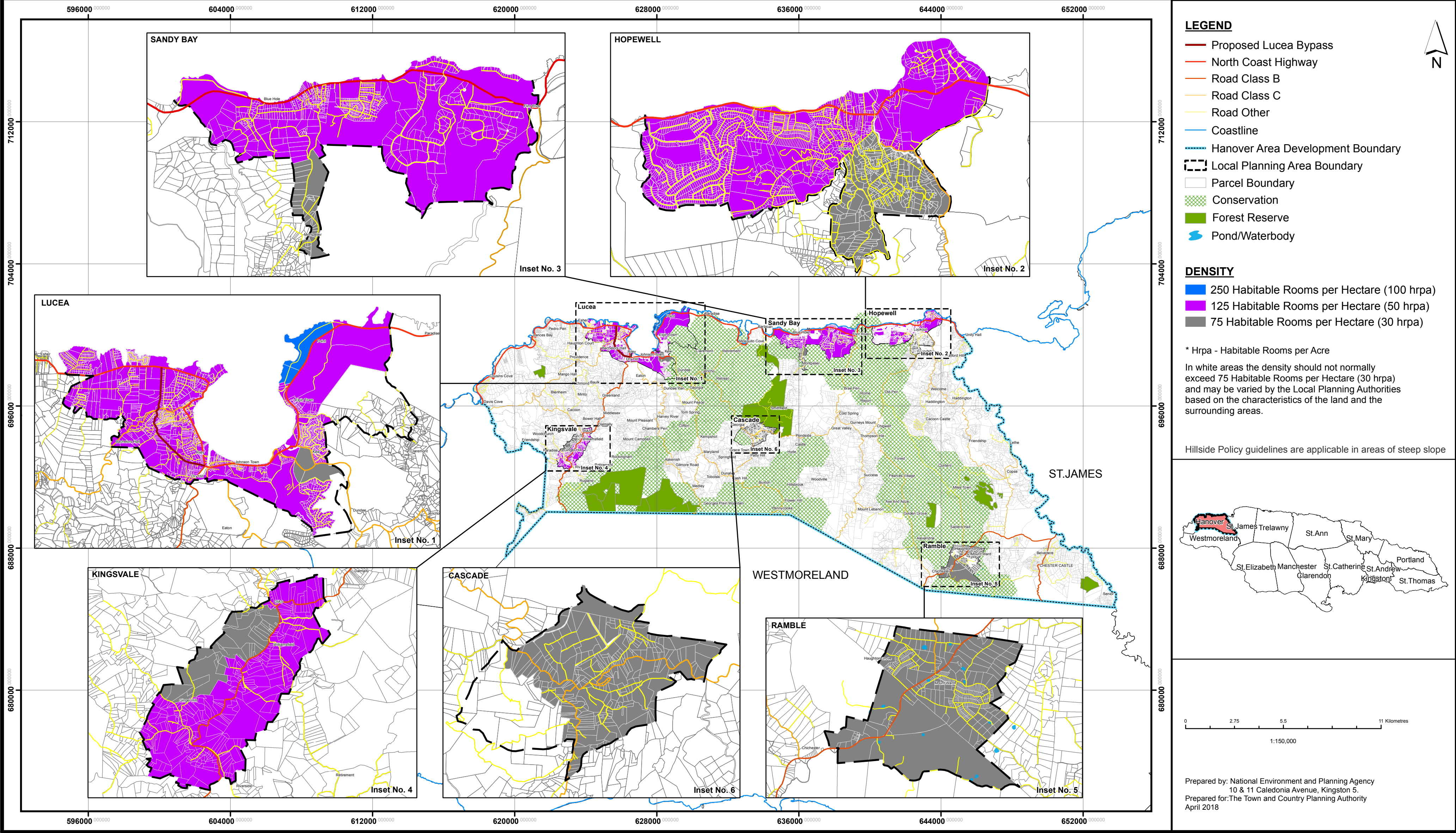
## MAP 1





# HANOVER AREA DEVELOPMENT ORDER

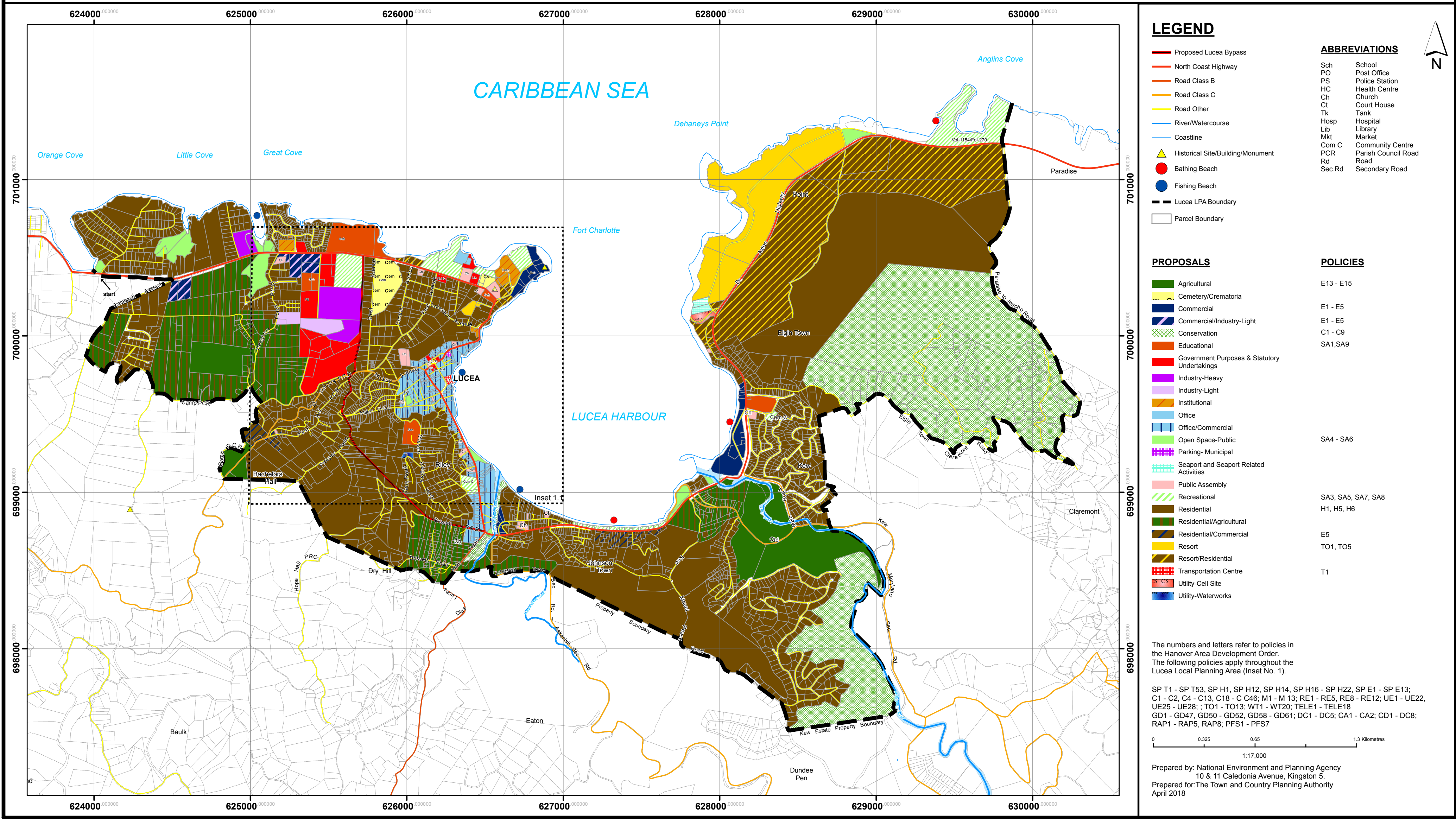
## DENSITY MAP 2





# HANOVER AREA DEVELOPMENT ORDER

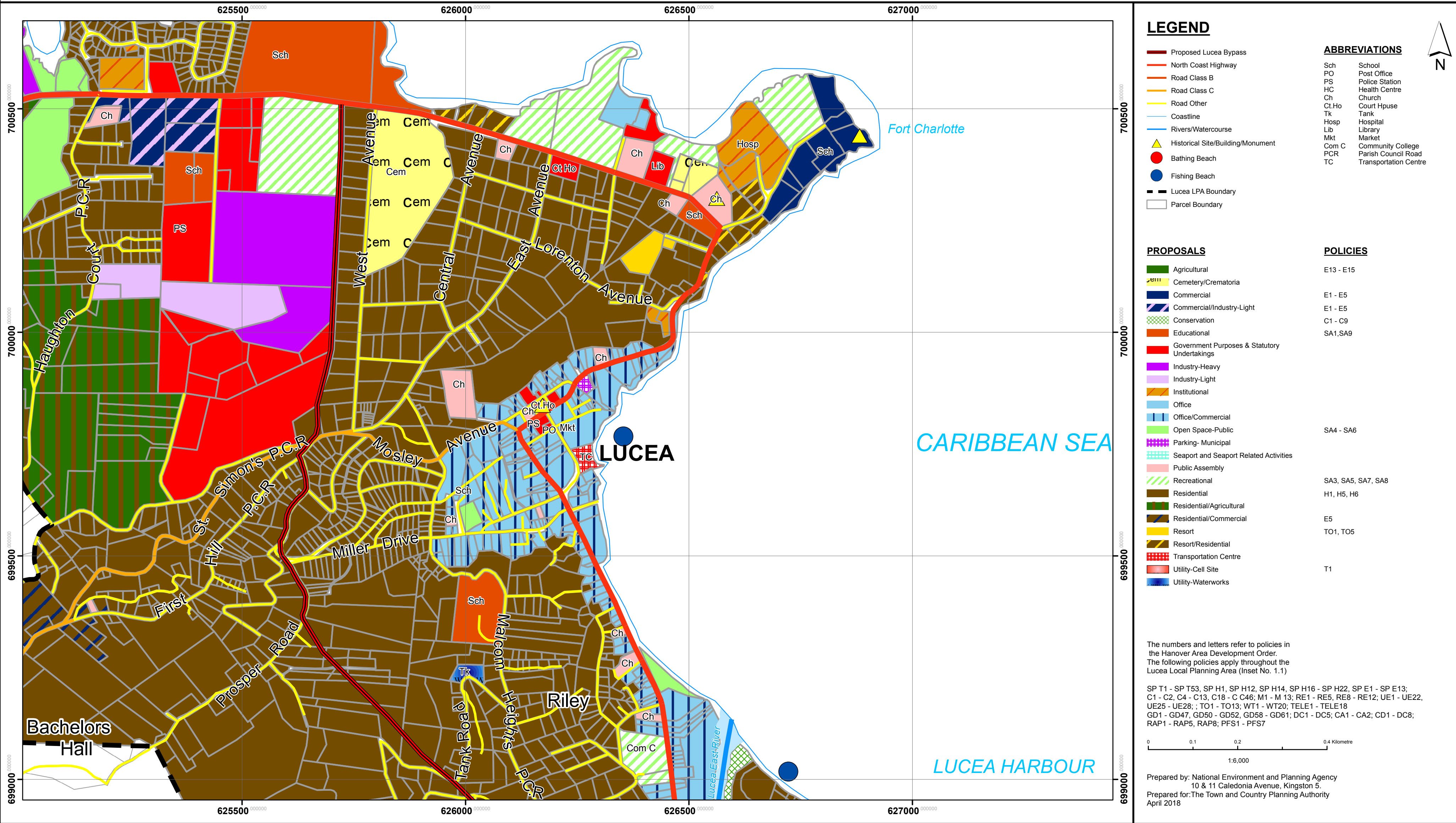
## LUCEA LOCAL PLANNING AREA LAND USE PROPOSALS (Inset No. 1)





# HANOVER AREA DEVELOPMENT ORDER

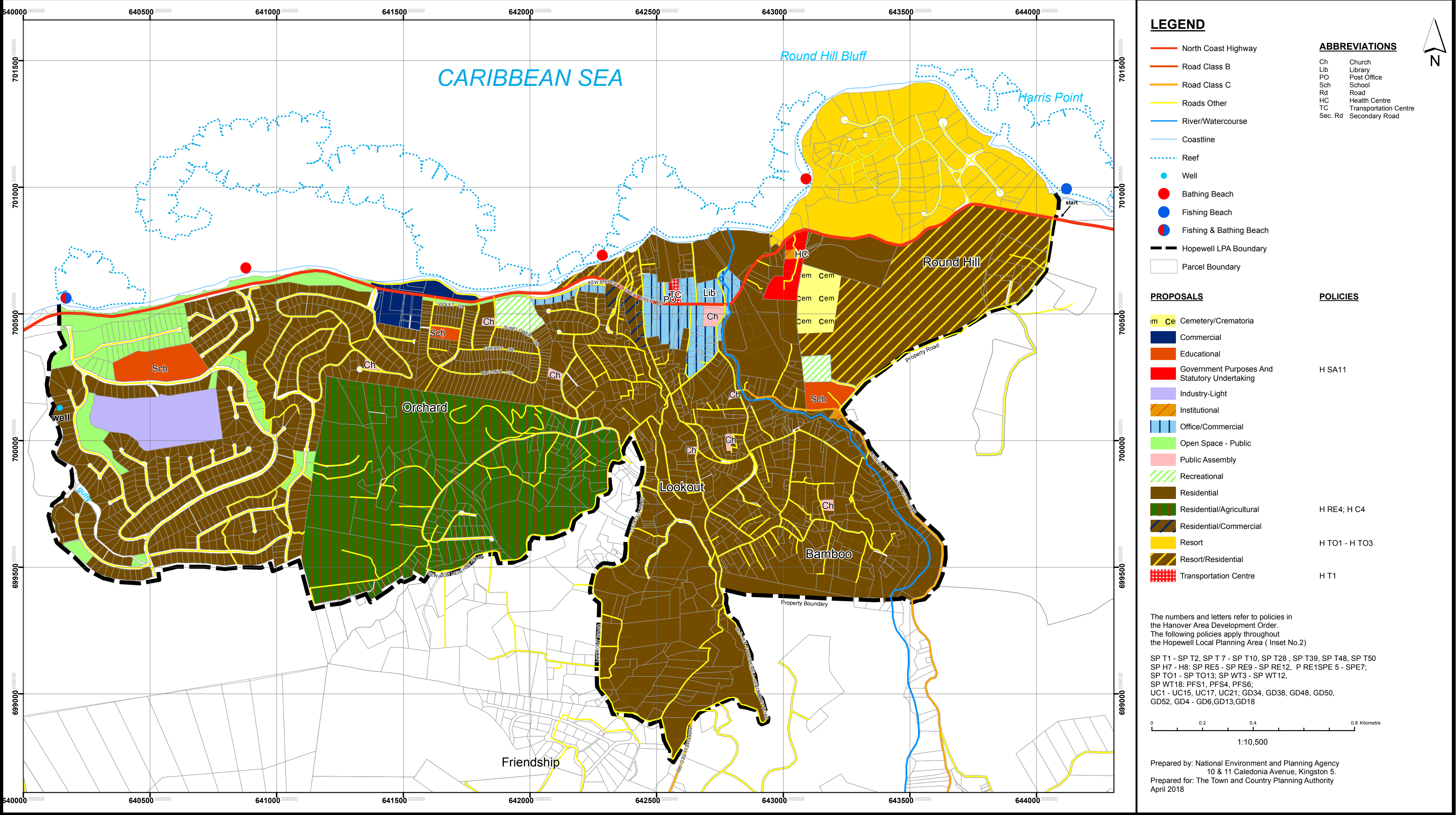
## LUCEA LOCAL PLANNING AREA LAND USE PROPOSALS (Inset No. 1.1)





# HANOVER AREA DEVELOPMENT ORDER

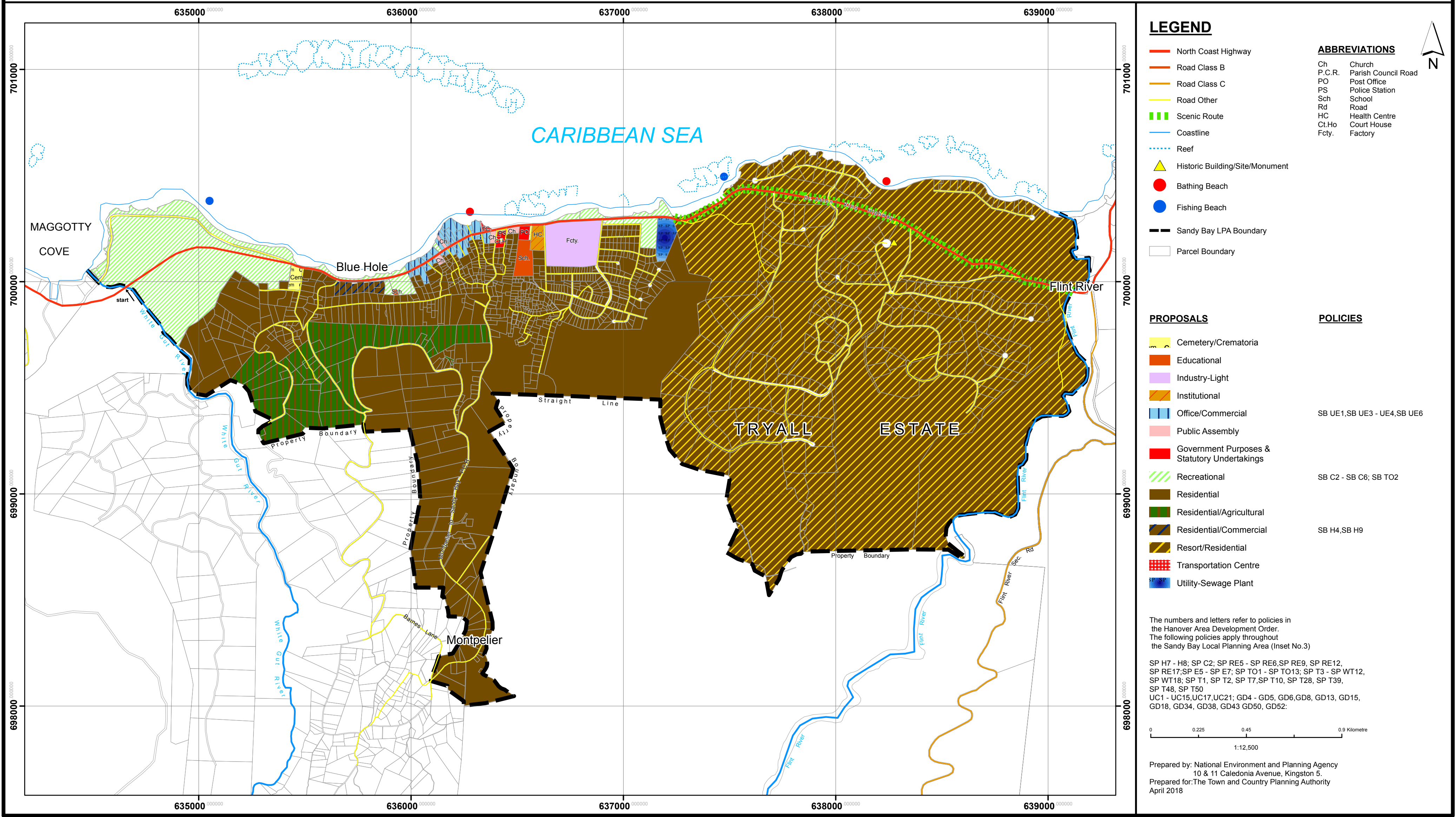
## HOPEWELL LOCAL PLANNING AREA LAND USE PROPOSALS (Inset No. 2 )





# HANOVER AREA DEVELOPMENT ORDER

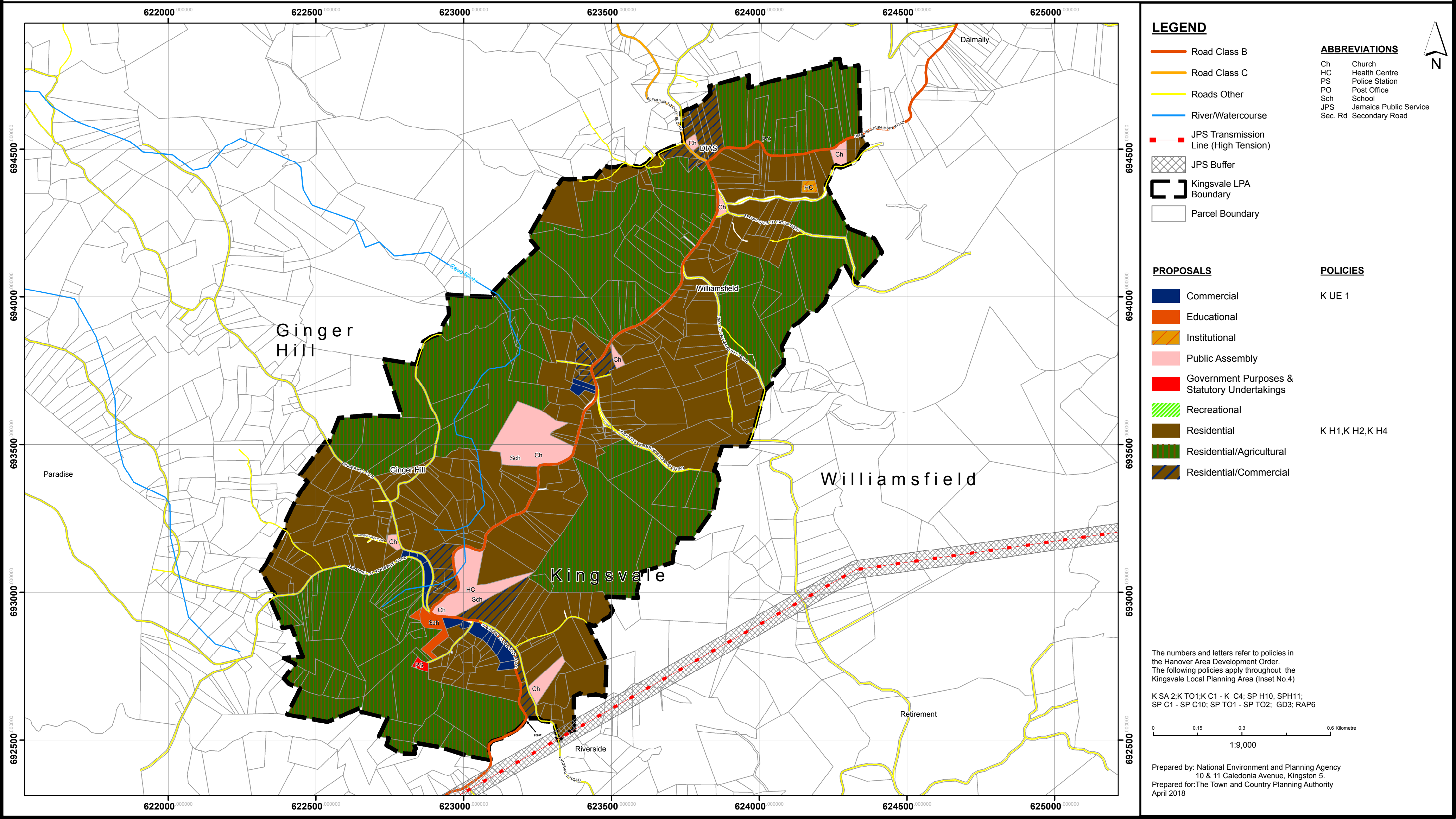
## SANDY BAY LOCAL PLANNING AREA LAND USE PROPOSALS (Inset No. 3)





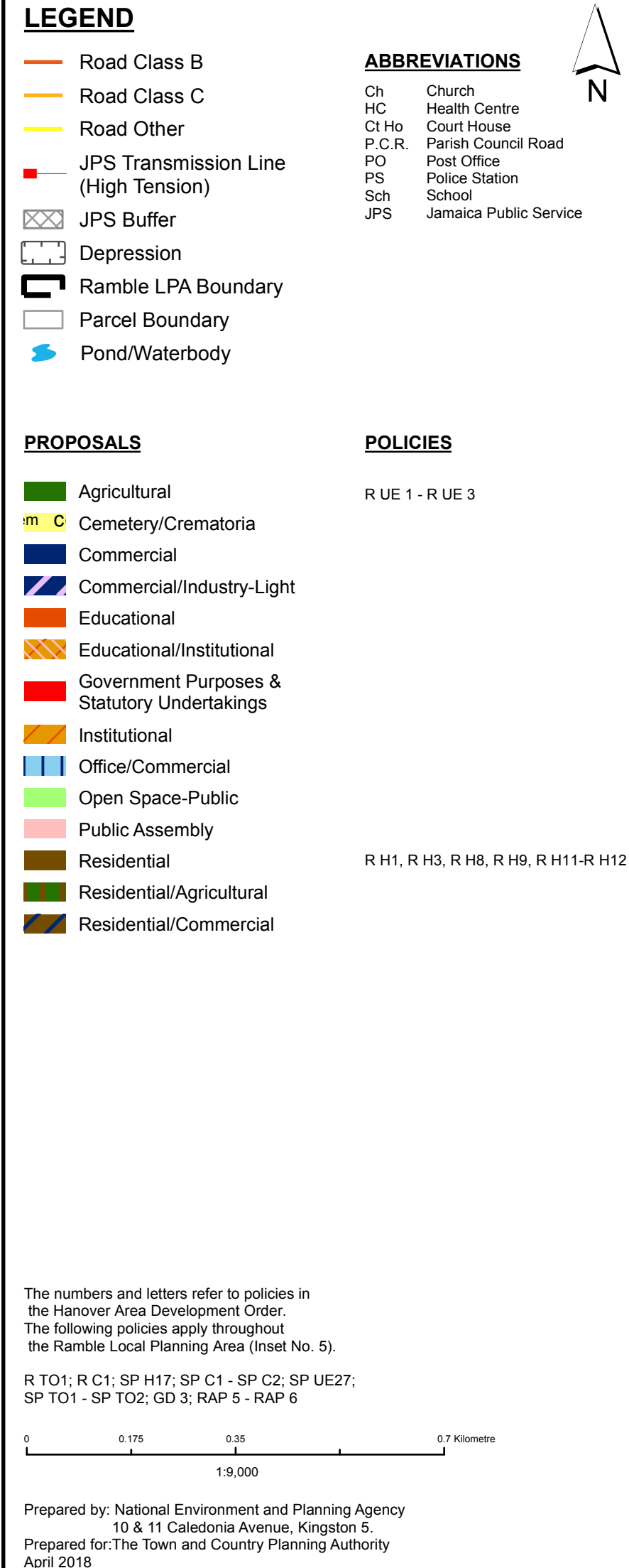
# HANOVER AREA DEVELOPMENT ORDER

## KINGSVALE LOCAL PLANNING AREA LAND USE PROPOSALS (Inset No. 4)





## RAMBLE LOCAL PLANNING AREA LAND USE PROPOSALS (Inset No. 5)





# HANOVER AREA DEVELOPMENT ORDER

## CASCADE LOCAL PLANNING AREA LAND USE PROPOSALS (Inset No. 6)

