

CONTENTS

	Pages
Citation, Interpretation And General Regulations	22L ¹
First Schedule (Paragraphs 2 And 4)	22L ¹⁶
Second Schedule (Paragraph 5)	22L ¹⁷
Use Classes Order	22L ¹⁷
Class 1—Shops	22L ¹⁷
Class 2—Financial And Professional Services	22L ¹⁷
Class 3—Restaurants And Cafes	22L ¹⁸
Class 4—Drinking Establishments	22L ¹⁸
Class 5—Hot Food Take-aways	22L ¹⁸
Class 6—Business	22L ¹⁸
Class 7—General Industry	22L ¹⁸
Class 8—Storage Or Distribution	22L ¹⁸
Class 9—Hotels	22L ¹⁸
Class 10—Residential Institutions	22L ¹⁸
Class 11—Secure Residential Institution	22L ¹⁹
Class 12—Dwelling House	22L ¹⁹
Class 13—Non-residential Institutions	22L ¹⁹
Class 14—Assembly And Leisure	22L ¹⁹
Third Schedule (Paragraph 7)	22L ²⁰
Permitted Development	22L ²⁰
Part 1—Development within the Curtilage of a Dwelling House	22L ²⁰
Part 2—Minor Operations	22L ²⁷
Part 3—Development by Local Authorities	22L ³¹
Part 4—Temporary Buildings and Uses	22L ³²
Part 5—Agricultural Buildings and Operations	22L ⁴⁰
Part 6—Forestry Buildings and Operations	22L ⁵³
Part 7—Repairs to Unadopted Streets and Private Ways	22L ⁵⁸
Part 8—Repairs to Services	22L ⁵⁸
Part 9—Aviation Development	22L ⁵⁹
Part 10—Telecommunications Operations	22L ⁶⁴
Fourth Schedule (Paragraphs 8, 10, 12 and 13)	22L ⁶⁶
Form A	22L ⁶⁶
Form B	22L ⁶⁶
Form C	22L ⁶⁷
Fifth Schedule	22L ⁶⁸
St. Ann Development Order Area	22L ⁶⁸
Part 2—The Plan	22L ⁶⁸

CONTENTS

	Pages
Statements	22L ⁶⁸
History	22L ⁶⁸
Demography	22L ⁶⁹
Natural Resources	22L ⁷⁰
Natural Conditions	22L ⁷¹
Conservation of the Natural and Built Environment	22L ⁷²
Transportation	22L ⁷³
Housing	22L ⁷⁴
Economic Activities	22L ⁷⁴
Tourism	22L ⁷⁵
Energy Generation and Conservation	22L ⁷⁵
Waste Treatment and Disposal	22L ⁷⁶
Local Planning Areas/Major Growth Centres	22L ⁷⁶
Vision	22L ⁷⁷
Strategy	22L ⁷⁷
The Purpose of the Order	22L ⁷⁸
Format of the Order	22L ⁷⁹
How to use the Order	22L ⁷⁹
For Interpretation of Plan Policies	22L ⁸⁰
Acknowledgement	22L ⁸⁰
Objectives	22L ⁸¹
Transportation	22L ⁸¹
Housing	22L ⁸²
Conservation of The Natural and Built Environment	22L ⁸³
Urban Economy	22L ⁸⁵
Rural Economy	22L ⁸⁶
Tourism	22L ⁸⁷
Minerals	22L ⁸⁸
Waste Treatment and Disposal	22L ⁸⁸
Energy Generation and Conservation	22L ⁹⁰
Telecommunication/Communications	22L ⁹¹
Sectoral Policies	22L ⁹¹
Transportation and Traffic	22L ⁹¹
Housing	22L ¹⁰⁴
Conservation of The Natural and Built Environment	22L ¹⁰⁹
Rural Economy	22L ¹²²
Urban Economy	22L ¹²⁵

CONTENTS

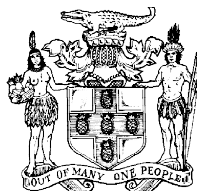
	Pages
Educational Facilities	22L ¹³¹
Tourism	22L ¹³³
Minerals	22L ¹³⁷
Waste Treatment and Disposal	22L ¹⁴²
Energy Generation And Conservation	22L ¹⁴⁶
Telecommunication/Communications	22L ¹⁴⁹
Petrol And Filling Stations	22L ¹⁵³
Control Of Advertisement	22L ¹⁵⁵
Natural Hazard Vulnerability and Climate Change	22L ¹⁵⁶
General Development Policies	22L ¹⁵⁹
Coastal Development	22L ¹⁸²
Overwater Structure Development	22L ¹⁹²
Rural Area Policies	22L ¹⁹³
Sub-section 2—Local Development Area	22L ²⁰⁰
Local Area Plans	22L ²⁰⁰
St. Ann’s Bay Local Area Plan	22L ²⁰¹
Ocho Rios Local Area Plan	22L ²¹⁸
Brown’s Town Local Area Plan	22L ²³⁵
Discovery Bay Local Area Plan	22L ²⁵⁰
Claremont Local Area Plan	22L ²⁶⁴
Moneague Local Area Plan	22L ²⁷⁷
Alexandria Local Area Plan	22L ²⁸⁹
Runaway Bay Local Area Plan	22L ³⁰¹
Watt Town Local Area Plan	22L ³¹⁷
Bamboo Local Area Plan	22L ³²⁶
Cave Valley Local Area Plan	22L ³³⁵
Growth Areas	22L ³⁴⁵
Appendices	22L ³⁴⁶
Appendix 1	22L ³⁴⁶
General Glossary	22L ³⁴⁶
Telecommunications Network—Glossary	22L ³⁵¹
Appendix 2	22L ³⁵²
List of Local Planning Areas	22L ³⁵²
Appendix 3	22L ³⁵⁴
Schedule of Monuments, Historical and Archaeological	
Buildings and Ecological Sites	22L ³⁵⁴

CONTENTS

	Pages
Appendix 4	22L ³⁵⁶
Schedule of Beaches along the Coast of St. Ann	22L ³⁵⁶
Appendix 5	22L ³⁵⁷
Schedule of Road Standards	22L ³⁵⁷
Appendix 6	22L ³⁵⁹
Visibility Splays	22L ³⁵⁹
Appendix 7	22L ³⁶⁰
Parking and Loading Requirements	22L ³⁶⁰
Appendix 8	22L ³⁷¹
The Design of Parking Facilities	22L ³⁷¹
Appendix 9	22L ³⁷²
Guidelines for the proper Siting and Design of Petrol and Oil Filling Stations	22L ³⁷²
Appendix 10	22L ³⁷⁸
Residential Density—Standards and Controls	22L ³⁷⁸
Appendix 11	22L ³⁸²
Information to be supplied with Subdivision Application	22L ³⁸²
Appendix 12	22L ³⁸³
Subdivision Assessment Criteria	22L ³⁸³
Appendix 13	22L ³⁸⁴
General Development Standards for Telecommunication Network	22L ³⁸⁴
Appendix 14	22L ³⁸⁵
Guidelines For Hotel Development	22L ³⁸⁵
Appendix 15	22L ³⁸⁷
Advertisement Guidelines	22L ³⁸⁷
Appendix 16	22L ³⁹⁰
Agricultural Land use Classification System	22L ³⁹⁰
Appendix 17	22L ³⁹¹
Minimum Lot sizes for Single Family Residential Development	22L ³⁹¹
Appendix 18	22L ³⁹²
General Considerations for the Setback of Selected Buildings	22L ³⁹²
Appendix 19	22L ³⁹³
Hillside Development Guidelines	22L ³⁹³
Appendix 20	22L ³⁹⁶
Community Planning	22L ³⁹⁶

CONTENTS

	Pages
Appendix 21	22L ³⁹⁶
Guidelines and Standards for The Establishment of Liquid Natural Gas (Lng) Regasification Terminal Facilities	22L ³⁹⁶
List of Figures	22L ⁴⁰²
Figure 1	22L ⁴⁰²
Density, Height and Lot Coverage for Major Land Uses	22L ⁴⁰²
Figure 2—Parking for Disabled	22L ⁴⁰⁴
Figure 3—Parking Layout	22L ⁴⁰⁵
Figure 4—Parking Standards	22L ⁴⁰⁶
Figure 5—Setbacks from High Watermark	22L ⁴¹⁰
List of Abbreviations	22L ⁴¹¹
Acknowledgements	22L ⁴¹³
List of Maps	22L ⁴¹⁴



THE
JAMAICA GAZETTE
SUPPLEMENT

PROCLAMATIONS, RULES AND REGULATIONS

22L¹

Vol. CXLVIII

WEDNESDAY, JANUARY 8, 2025

No. 4C

No. 7C

THE TOWN AND COUNTRY PLANNING ACT

THE TOWN AND COUNTRY PLANNING (SAINT ANN) PROVISIONAL
DEVELOPMENT ORDER, 2025

In exercise of the power conferred upon the Town and Country Planning Authority by Section 5(1) of the *Town and Country Planning Act*, the following Provisional Development Order is made, after consultation with the Saint Ann Municipal Corporation.

PART 1.—Preliminary

Citation, Interpretation and General Regulations

Citation. 1. This Order may be cited as the Town and Country Planning (Saint Ann) Provisional Development Order, 2025.

Interpretation. 2. In this Order—

“the Act” means the *Town and Country Planning Act*;

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

First
Schedule.
Part 1.

“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 planning permission, does not include plant or machinery or a structure or erection of the nature of plant or machinery;

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

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

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

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

“filling station” means land, building or equipment used;

- (a) for the sale or dispensing of petrol
- (b) for providing oil to motor vehicles; or
- (c) incidental to the sale or dispensing of petrol or oil for motor vehicle and includes the whole of the land, building or equipment whether or not the use as a filling station is the predominant use;

“land” means any corporeal hereditament including a building structure or erection;

“landscaping” means the treatment of land other than buildings that is 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—

- (a) screening by fence, walls or other means;
- (b) the planting of trees hedges, shrubs, or grass;
- (c) the formation of banks, terraces or other earth works;
- (d) the laying out of gardens or courts and
- (e) any other amenity features;

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

“local planning areas” means the areas identified in Part 1A of the First Schedule;

First
Schedule.
Part 1A.

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

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

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

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

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

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

“natural hazard” shall be construed in accordance with the *Disaster Preparedness and Emergency Management Act*;

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

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

“operators” mean a person who owns or operates—

- (a) telecommunication mast;
- (b) telecommunication tower;
- (c) broadcast mast;
- (d) broadcast tower;
- (e) base station;
- (f) macrocell;
- (g) picocell;
- (h) macrocell and 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;

“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 pursuant to Section II of the Act;

“planning permission” means the permission for the development which is required by virtue of Section 10 of the Act;

“preservation scheme” has the meaning assigned to it by Section 21(1) of 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;

“Saint Ann” means the area described in Part 1 of the First Schedule;

“subdivision” means the division of any parcel of land held 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*.

“use class” has the meaning assigned to it by paragraph 7;

Application
of Order.

3. This Order relates to the parish of Saint Ann.

PART 1B.—*Development of Land*

Designation
of Saint Ann
Development
Order Area.

4.—(1) The The parish of Saint Ann is designated as a Development Order Area for the purposes of the Act and the areas specified in the First Schedule are designated as local planning areas for the purpose of this Order.

First
Schedule.

(2) The local planning areas shall be developed in the manner provided for in the Fifth Schedule.

Subdivision of Land. 5. Where any person desires to subdivide any area of the land to which this Order applies into allotments for the purpose of development or for sale a scheme plan showing the proposed subdivision shall be prepared and submitted to the local planning authority for approval in accordance with Appendix 12 in the Fifth Schedule.

Use classes. Second Schedule. 6.—(1) Where a building or other land is used for a purpose listed in any class specified in the Second Schedule to this Order, the use of such building or other land for any other purpose of the same class shall not be deemed for the purpose of the Act to involve development of the land.

(2) 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 or rental 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;
- (o) as a place of religious assembly; or
- (p) as Business Process Outsourcing (BPO).

PART 1C.—*Applications for Planning Permission*

Application for planning permission. 7.—(1) Every person who is desirous of obtaining planning permission to develop land shall make an application to the local planning authority in the form and manner prescribed by that authority.

Part 1C.

(2) Such 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.

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

Permitted
Develop-
ment.
Third
Schedule.

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

(2) Nothing in this paragraph or in the Third Schedule shall operate so as to permit—

- (a) any development contrary to any condition imposed in a permission granted under Part III of the Act;
- (b) any development in relation to any national monument and protected national heritage;
- (c) any development within a preservation scheme;
- (d) any development in any area designated as a national park or protected area under section 5 of the *Natural Resources Conservation Authority Act*; or
- (e) development in any area designated as a quarry zone under the *Quarries Control Act*.

Acknow-
ledgement of
Application
for planning
permission.
Form A.
Fourth
Schedule.

9. 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.

Grant or
refusal of
planning
permission.

10.—(1) The local planning authority may, upon considering the application for planning permission—

- (a) grant planning permission;
- (b) grant planning permission subject to conditions;
- (c) refuse to grant planning permission.

(2) Approval granted under sub-paragraph one (1) maybe subject to such terms and conditions as the local planning authority may specify.

Directions
restricting the
grant of
planning
permission.

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

Prohibition of
development.

12.—(1) Subject to sub-paragraph (2) of this paragraph no development of land of within the area to which this Order applies, shall take place, except in accordance with this Order.

(2) The local planning authority may subject to any conditions as may be specified by directions given by the Minister under this Order grant permission for development which does not appear to be provided for in this Order and is not in conflict therewith.

Consultation
by local
planning
authority.

13.—(1) Where an applicant so desires, an application for outline planning permission to erect a building permission may be made in the form and manner prescribed by that authority.

(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.

Application
for Outline
planning
permission.

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

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

(2) Where the local planning authority, pursuant to sub-paragraph (1)(b), requires the applicant to furnish further details, the applicant may either—

- (a) furnish the information so required by the local planning authority (in which event the application shall be treated as if it has been received on the date when 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 the notice, or such longer period as the Minister may, at any time, allow, as if his application had been refused by the local planning authority.

Application to
approve
reserved
matters.

15.—(1) Where a person has been granted outline planning permission the person may apply for the approval for reserved matters.

(2) An application made under sub-paragraph (1) may be made within three years of the permission except where the planning authority indicates a lesser period

(3) An application made under sub-paragraph (1) shall—

- (a) be made in writing to the local planning authority and shall give sufficient information to enable that authority to identify the outline planning permission; in respect of which it is made;
- (b) include such particulars and be accompanied by such plans and drawings as are necessary to deal with the reserved matters in the outline planning permission; and
- (c) except where the local planning authority indicates that a greater number is required, be accompanied by three copies of the application and the plans and drawings submitted with it.

Applications
for determi-
nations under
section 14 of
the Act.

16.—(1) An application to the local planning authority for a determination under section 14 of the Act shall be in writing, and shall—

- (a) specify the land to which the proposal relates.
- (b) contain a description of the operations of the land
- (c) describe the change of use proposed.

Fourth
Schedule.
Form A.

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

(3) Where an application under Section 14 of the Act, the local planning authority determines that the operations on the land or the changes in the use of the land constitutes or involves a development, the local planning authority shall notify the applicant of its determination.

(4) A notice under sub-paragraph (3) shall—

- (a) state the reasons for the determination
- (b) inform the applicant of the right of appeal under section 13 of the Act.

(5) An appeal under sub-paragraph (4) shall be made within twenty eight days from the receipt of notification of the decision and a copy of the appeal shall be given to the local planning authority.

Notification
of decision or
determination.

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

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

- (a) makes a decision subject to conditions; or
- (b) determines under paragraph 11 that the carrying out of operations or the making of a change in the use of land would constitute or involve development of the land; or
- (c) refuses to grant approval, it shall state its reason for the decision or determination in writing and be in the form set out as Form B in the Fourth Schedule.

Form B.
Fourth
Schedule.

General Provision relating to Applications

Requiring
additional
information.

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

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

(2) An applicant who, without reasonable cause, fails to supply any additional information required under sub-paragraph 1(a) within 30 days of the date of receipt of the notice requiring such 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.

Consultation
by local
planning
authority.

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

- (a) a neighbouring local planning authority, where it appears to first mentioned the local planning authority that the development is likely to affect land in the area of that neighbouring local planning authority; or
- (b) 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, Fisheries 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) the Minister responsible for Agriculture where the development involves a change of use of more than two hectares of land in an area used or capable of being used for agriculture, but such land shall not include land zoned by the Authority as land to be used for some other purpose; or
- (d) the Jamaica National Heritage Trust where the land to be developed is situated within 91 meters of a—
 - (i) national monument or protected national heritage
 - (ii) land within a preservation scheme
 - (iii) sites listed in Appendix 3 of the Fifth Schedule.
- (e) 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;

Appendix
3.
Fifth
Schedule.

-
-
- (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) the Ministry responsible for Health and Environmental control where the development consists of or includes the carrying out of—
 - (i) works or operations in the bed or on the banks of rivers, streams or other body of water;
 - (ii) building or other operations or the use of land for the purpose of refining or storing mineral oils and their derivatives; or
 - (iii) building or other operations or the use of land for the retention or disposal of sewage, trade waste or sludge;
 - (g) the Commissioner of Mines where the land to be developed is situated in any mineral deposit area;
 - (h) the Jamaica Bauxite Institute for bauxite related activities;
 - (i) 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;
 - (j) the Office of Disaster Preparedness and Emergency Management where the development is situated on land occurring in areas subject to natural hazards;
 - (k) 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;
 - (l) the National Water Commission where a sewage treatment plant is being proposed or connection to an existing sewerage system is proposed;
 - (m) the Jamaica Civil Aviation Authority where—
 - (i) the development is located within a 3km radius of airports, aerodromes, airstrips, similar facilities and flight paths;
 - (ii) the structure proposed is to be within 9.26km (5 nautical miles) of an aerodrome.

- (n) the relevant building authority for—
 - (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.
- (o) 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—

- (i) makes a recommendations to the planning authority, the planning authority shall, before granting permission, whether conditional or unconditional, consider the recommendation; or
- (ii) fails to make a recommendation within six (6) weeks from the date of the consultation the local planning authority shall deal with the application unless the body agrees in writing that it is unable to meet the deadline and requests a further extension.

Applications made under the Act

Applica-
tions
referred to
the
Authority
under
Section 12
of the Act.

20.—(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.

- (a) notice of the terms of the direction and
- (b) 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 of determining the application.

PART 1D.—Appeals

Appeals.

21.—(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; or
 - (d) against the referral of the planning authority to approve details which were reserved when an outline permission was given or against the local planning authority's 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 twenty-eight days of the receipt of notice of decision or determination; or
 - (ii) within twenty-eight days of the expiry of the period specified in paragraph 16(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) A copy of the notice of appeal made under sub-paragraph 21(1) shall be sent to the local planning authority or Authority as the case may be.

Registrar of
Applications.

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

- (a) particulars of any application to the local planning authority for permission to develop any land under this Order including;
 - (i) the name and address for the applicant,
 - (ii) the date of the application, and
 - (iii) brief particulars of the development forming the subject of the application;

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

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

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

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

Information
on applica-
tions to be
given to
Minister.

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

PART 1E.—*General*

Directions,
consents and
notices.

24.—(1) Any power conferred by this Order to—

- (a) give a direction includes the power to cancel or vary the directions by a subsequent direction,
- (b) giving consent includes the power to, to revoke or modify the consent.

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

Compilation
of land
Compensa-
tion.

25. For the purpose of assessing any compensation to be awarded pursuant to this Order the base date for the computation of valuations shall be the date one calendar year prior to the coming into operation of this Order.

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

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

Revocation.

27. Subject to paragraph 28, the Town and Country Planning (Saint Ann Parish) Confirmed Development Order, 2000, are hereby revoked, but without prejudice to any permission granted or determination made thereunder.

Savings.

28. Notwithstanding the revocation of the Orders referred to in paragraph 27 any permission granted pursuant to those Orders which had effect immediately before the coming into operation of this Order, shall until the permission is revoked, continue to have effect as if granted pursuant to this Order.

FIRST SCHEDULE (Paragraphs 2 and 4)

Description of Boundaries

PART I

SAINT ANN PARISH DEVELOPMENT ORDER AREA

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

SECOND SCHEDULE

(Paragraph 5)

Use Classes Order

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

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

Class 1—*Shops*

Use for all or any of the following purposes:—

- (a) as a shop;
- (b) for the retail sale of goods to the public other than hot food;
- (c) as a post office;
- (d) for the sale of tickets or as a travel agency;
- (e) for the sale of sandwiches or other cold food for consumption off the premises;
- (f) for hair grooming (hairdressing and barbering);
- (g) for the direction of funerals but not the display of coffins and storing of bodies;
- (h) for the display of 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 except for dry cleaning; and
- (l) as an internet café.

Class 2—*Financial and Professional Services*

Use for the provision of:—

- (a) financial services, or
- (b) professional services (other than health or medical services), or
- (c) any other services (including use as a betting office) that it is appropriate to provide in a shopping area where the services are

SECOND SCHEDULE, *contd.*

provided principally to visiting members of the public such as banks, building societies, estate and employment agencies.

Class 3—*Restaurants and Cafes*

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

Class 4—*Drinking Establishments*

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

Class 5—*Hot food take-aways*

Use for the sale of hot food for consumption off the premises including pizza shops and take out establishments.

Class 6—*Business*

Use for all or any of the following purposes:—

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

Class 7—*General Industry*

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

Class 8—*Storage or Distribution*

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

Class 9—*Hotels*

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

Class 10—*Residential Institutions*

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

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

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

Class 12—*Dwelling House*

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

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

Class 13—*Non-Residential Institutions*

Any use not including a residential use—

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

Class 14—*Assembly and Leisure*

Use as—

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

Note: Activities not specified in a Use Class and for which planning permission is required are indicated in Paragraph 5(3).

THIRD SCHEDULE

(Paragraph 7)

PERMITTED DEVELOPMENT

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

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

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

THIRD SCHEDULE, *contd.*

- (ii) 15.24 metres, whichever is the nearest to the highway;
 - (d) the part of the building enlarged, improved or altered would be within 1.5 metres of the boundary of the curtilage of the dwelling house and would exceed 3.6 metres in height;
 - (e) the total area of ground covered by buildings within the curtilage (other than the original dwelling house) would exceed 50% of the total area of the curtilage (excluding the ground area of the original dwelling house);
 - (f) it would consist of or include the installation, alteration or replacement of a satellite antenna;
 - (g) it would consist of or include an erection of a building within the curtilage of a listed building; or
 - (h) it would consist of or include an alteration to any part of the roof.
- A. 2 Development is not permitted by Class A if it would consist of or include the cladding of any part of the exterior with stone, artificial stone, timber, plastic or tiles to an existing external surface.
- A. 3 Development is permitted by Class A subject to the following conditions:
- (a) the construction materials must be similar in the appearance to those used in the construction of the existing dwelling house;
 - (b) any window in the upper floor wall forming a side elevation must be:
 - (i) obscure glazed; and/or
 - (ii) non-opening unless the opening parts are more than 1.7 metres above the

THIRD SCHEDULE, *contd.*

floor of the room in which
they are located.

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

Interpretation of Class A A.4 For the purpose of Class A—

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

CLASS B

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

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

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

THIRD SCHEDULE, *contd.*

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

- (d) the cubic content of the resulting building would exceed the cubic content of the original dwelling house—

(i) in the case of a terrace house or town house by more than 50 cubic metres or 10% whichever is the greater;

(ii) in any other case, by more than 70 cubic metres or 15%, whichever is the greater; or

(iii) in any case, by more than 115 cubic metres.

- (e) it would consist of or include the construction or provision of a verandah or balcony.

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

- (a) the construction materials must be similar in appearance to those used in the construction of the existing dwelling house;

- (b) the enlargement must be constructed so that:—

(i) other than a hip to gable enlargement or one which joins the original roof to the roof of a side or rear extension the eaves of the original roof are to be maintained or reinstated.

THIRD SCHEDULE, *contd.*

- (ii) other than in the case of an enlargement which joins the original roof to the roof of a rear or side extension it is not intended beyond any external wall of the dwelling house.

CLASS C

- | | | |
|---------------------------|------|---|
| Permitted Development | C. | Any other alteration to the roof of a dwelling house. |
| Development not permitted | C. 1 | Development is not permitted if it would result in a material alteration to the shape of the dwelling house. |
| Condition | C. 2 | Development is permitted by Class C subject to the following conditions:— <ul style="list-style-type: none"> (a) any window located on a roof slope forming a side elevation to a building should be glazed or non-opening to a height of not less than 1.7m above the floor level of the room in which it is installed. |

CLASS D

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

THIRD SCHEDULE, *contd.*

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 | <p>Development is not permitted if—</p> <ul style="list-style-type: none"> (a) it relates to a dwelling or a satellite antenna; (b) any part of the buildings or enclosure to be constructed or provided would be nearer to any highway which bounds the curtilage than— <ul style="list-style-type: none"> (i) the part of the original dwelling house nearest to that highway; or (ii) 15.24 metres whichever is nearer to the highway. (c) where the building to be constructed or provided would have a cubic content greater than 10 cubic metres and any part of it would be within 5 metres of any part of the dwelling house; (d) The height of that building or enclosure would exceed— <ul style="list-style-type: none"> (i) 3.66 metres, in the case of a building with a ridged roof; or (ii) 3 metres, in any other case; (e) the total area of ground covered by buildings or enclosures within the curtilage (other than the original dwelling house) would exceed 50% of the total area of the curtilage (excluding |

THIRD SCHEDULE, *contd.*

the ground area of the original dwelling house); or

- (f) in the case of land within the curtilage of a listed building, it would consist of the provision, alteration or improvement of a building with a cubic content greater than 10 cubic metres.

Interpretation of Class E	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— <ul style="list-style-type: none"> (a) the size of the antenna (excluding any projecting feed element, reinforcing rim, mounting and brackets) when measured in any dimension would exceed— <ul style="list-style-type: none"> (i) 45 centimetres in the case of an antenna to be installed on a chimney; (ii) 70 centimetres in any other case;
------------------------------	------	---

 THIRD SCHEDULE, *contd.*

- (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 G 2 Development is permitted by Class G subject to the following conditions—

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

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

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

PART 2 — *Minor Operations*

CLASS A

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

THIRD SCHEDULE, *contd.*

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

CLASS B

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

CLASS C

Permitted development	C.	The painting of the exterior of any building or work.
Development not permitted	C. 1	Development is not permitted where the painting is for the purpose of advertisement, announcement or direction.

THIRD SCHEDULE, *contd.*

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.

CLASS D

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

Development D. 1 Development is not permitted if:—
not permitted

- (i) the outlet and its casing would exceed 0.2 cubic metres;
- (ii) the upstand and outlet would exceed 1.5 metres from surface level;
- (iii) it is faced onto and is accessible within 6m of a highway;
- (iv) it is within a site listed as a national monument;
- (v) more than one electrical outlet is being provided for each parking space.

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

- (a) the development is removed as soon as is practicable if no longer required; and
- (b) the wall on which the development was mounted or the land on which it was set be reinstated to its original condition.

THIRD SCHEDULE, *contd.*

CLASS E

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

Development not permitted	E. 1	<p>Development is not permitted if:—</p> <ul style="list-style-type: none"> (a) the building on which the camera would be installed, altered or replaced is a scheduled national monument; (b) the dimensions of a camera including its housing exceed 0.75 metres by 0.25 metres by 0.25 metres; (c) any part of a camera would, when installed, altered or replaced, be less than 2.5 metres above ground level; (d) any part of a camera would, when installed, altered or replaced, protrude from the surface of the building by more than 1 metre when measured from the surface of the building; (e) any part of a camera would, when installed, altered or replaced, be in contact with the surface of the building at a point which is more from any other point of contact;
---------------------------	------	---

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

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

THIRD SCHEDULE, *contd.*

Interpretation of Class E	E. 3	For the purposes of Class E—
		“camera”, except in paragraph E. 1 (b), includes its housing, pan and tilt mechanism, infra-red illuminator, receiver, mountings and brackets; and
		“ground level” means the level of the surface of the ground immediately adjacent to the building or, where the level of the surface of the ground is not uniform, the level of the highest part of the surface of the ground adjacent to it.
General Note		This part grants planning permission for minor operations in relation to walls and enclosures, and means of access. There is some overlap with Pt. 1 which permits the erection of buildings and enclosures, but is limited to dwelling-house curtilages. Rights under this Part are not so limited.

PART 3—*Development by Local Authorities*

CLASS A

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

THIRD SCHEDULE, *contd.*

structures or works as may be required in connection with the operation of any public service administered by them.

CLASS B

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

PART 4—*Temporary Buildings and Uses*

CLASS A

- | | | |
|---------------------------|------|--|
| Permitted development | A. | The provision on land of buildings, moveable structures, works, plant or machinery required temporarily in connection with and for the duration of operations being or to be carried out on, in, under or over that land or on land adjoining that land. |
| Development not permitted | A. 1 | <p>Development is not permitted if—</p> <ul style="list-style-type: none"> (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 | <p>Development is permitted subject to the conditions that, when the operations have been carried out—</p> <ul style="list-style-type: none"> (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. |

THIRD SCHEDULE, *contd.*

CLASS B

Permitted development	B.	The use of any land for any purpose for not more than 28 days in total in any calendar year, of which not more than 14 days in total may be for the purpose of the holding of a market or motor car and motor cycle racing including trials for speed and practicing for these activities, and the provision on the land of any moveable structure for the purposes of the permitted use.
Development not premitted	B.1	Development is not permitted if— <ul style="list-style-type: none"> (a) the land in question is a building or is within the curtilage of a building; or (b) the land is, or is within, an area of special scientific interest and the use of the land is for— <ul style="list-style-type: none"> (i) motor car and motor cycle racing or other motor sports; (ii) clay pigeon shooting; (iii) any war game.
Interpretation of Class B	B.2	“war game” means an enacted, mock or imaginary battle conducted with weapons which are designed not to injure (including smoke bombs, or guns or grenades which fire or spray paint or are otherwise used to mark other participants), but excludes military activities or training exercises organised by or with the authority of the Jamaica Defence Force.

CLASS C

Permitted Development	C.	The temporary use of any land or building for a period not exceeding nine months in any twenty-four month period for the purpose of commercial film making and the provision of temporary structures on the land for that purpose.
Development not permitted	C.1	Development is not permitted if— <ul style="list-style-type: none"> (a) the land is more than one hectare;

THIRD SCHEDULE, *contd.*

		(b) the land will be used for overnight accommodation;
		(c) the land or site is within a safety hazard area;
		(d) the land or building is a schedule monument or listed building;
Conditions	C.2	Development is permitted subject to the condition that:—
		(a) any development on the land must as soon as is practicable be removed at the end of filming;
		(b) the land must be returned to its original condition before the development took place.
Interpretation of Class C	C.3	“commercial film-making”—means filming for broadcast or transmission but does not include the filming of persons paying to visit the site to participate in any leisure activity on the site.

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

CLASS A

Permitted Development	A	The extension or alteration of a shop, financial or professional service establishment.
Development not permitted	A.1	Development is not permitted if:—
		(a) the gross floor area of the original building would be exceeded by more than 50% or 100 square metres (whichever is lesser);
		(b) the height of the extension would exceed 4 metres;
		(c) any part of the development would be on land which is used for residential purpose or institution;
		(d) any part would extend beyond an existing building front; or

THIRD SCHEDULE, *contd.*

		(e) would involve the erection of a new building or the alteration or replacement of an existing one.
Conditions	A.2	Development is permitted subject to the following conditions:—
		(a) any alteration is at ground floor level only; or
		(b) any extension or alteration is to be used as part of, or for a purpose incidental to the use of the shop, financial or professional service establishment only.
Interpretation	A.3	Shop, financial or professional services establishment means a building or part of a building used for any purpose within the Class 1 or 2 of the Use Classes Order and includes buildings with other uses in other parts as long as they are not in the part being altered and where there are two buildings in the same curtilage they are to be treated as one in making any measurement.

CLASS B

Permitted Development	B	The extension or alteration of an office building.
Development not permitted	B.1	Development is not permitted if—
		(a) the gross floor space of the original building would be exceeded by more than 50% or 100 square metres (whichever is lesser);
		(b) the proposed height of the building would exceed if within 10 metres of a boundary of the curtilage of the premises, 5 metres; or in all other cases, the height of the building being intended;
		(c) any part of the development other than an alteration would be within 5 metres of the curtilage of the premises.

THIRD SCHEDULE, *contd.*

Conditions	B.2	Development is permitted subject to the following:—
		(a) any office building as extended or altered be used only for a purpose related to that building; and
		(b) any alteration is at the ground floor level only.
Interpretation	B.3	Where two or more original buildings are within the same curtilage and are being used for the same undertaking they are to be treated as a single original building in making any measurements or calculation.

CLASS C

Permitted Development	C.	Development consisting of:—
		(a) the provision of hard surface within the curtilage of an office building to be used for the relevant office; or
		(b) the replacement in whole or in part of such a surface.
Development not permitted	C.1	Development is not permitted if the cumulative area of hard ground coverage would exceed 50 square metres.
Conditions	C.2	Development is permitted subject to:—
		(a) where there is a risk of ground water contamination the hard surface is not made of porous material; and
		(b) in all other cases the hard surface is made of porous material; or
		(c) provision is made to direct run-off from hard surface to a permeable or porous area within the curtilage of a building.

CLASS D

Permitted Development	D	The erection, extension or alteration of an industrial building or warehouse.
-----------------------	---	---

 THIRD SCHEDULE, *contd.*

Development not permitted	D.1	Development is not permitted if:— <ul style="list-style-type: none"> (a) the gross floor space of any new building erected would exceed 200 square metres; (b) the gross floor space of the original building would be exceeded by more than 50% or 1,000 square metres; (c) the height of building as extended or altered would exceed the height of the existing building; (d) the development would lead to a reduction in the parking or turning of motor vehicles; or (e) any part of it would be within 5 metres of any boundary of the curtilage of the premises.
Conditions	D.2	Development is permitted subject to:— <ul style="list-style-type: none"> (a) the proposal being within the curtilage of an existing industrial building or warehouse; or (b) any building erected, extended or altered is only to be used for industrial purposes in the case of an industrial building and for storage or distribution in the case of a warehouse building; or (c) any extension or alteration is constructed using similar external material to the existing building.
Interpretation	D.3	Where two or more original buildings are in the same curtilage and used for the same purpose they are to be treated as a single original building for the purpose of the measurements.
CLASS E		
Permitted Development	E.	Development consisting of the provisioning of a hard surface within the curtilage of an industrial building or warehouse to be used by the activity or the replacement in whole or in part of such a surface.

THIRD SCHEDULE, *contd.*

Development not permitted	E.1	Development would not be permitted if it would be in the curtilage of listed building or heritage site.
Conditions	E.2	If there is a risk of ground water pollution, the hard surface must not be made of porous material, however, in all other cases it is to be made of porous material or provision is to be made to direct the run-off to a porous area or surface within the curtilage of the site.
CLASS F		
Permitted Development	F	The erection, extension or alteration of a school, college, university or hospital.
Development not permitted	F.1	Development is not permitted:— <ul style="list-style-type: none"> (a) if the cumulative gross floor space of any building erected, extended or altered would exceed— <ul style="list-style-type: none"> (i) 25% of the gross floor space of the original building; or (ii) 100 square metres, whichever is less. (b) if any part of the development would be within 5 metres of the curtilage of the site; (c) if as a result of the development any land used as a playing field up to five years before the commencement of the development could no longer be used as such; (d) if the height of the building when extended or altered would increase the height of the existing building; (e) unless the predominant use of the buildings on site is for the provision of education and medical or health services respectively.

THIRD SCHEDULE, *contd.*

Conditions	F.2	Development is permitted subject to the following conditions:—
		<ul style="list-style-type: none"> (a) the proposal is within the curtilage of an existing school, college, university or hospital; (b) the development is only used as part of, or for a purpose incidental to the use of that school, college, university or hospital; or (c) any extension or alteration is constructed using material similar to that of the external appearance of the original building.

CLASS G

Permitted Development	G	Development consisting of hard surfaces for schools, colleges, universities or hospitals or the replacement in part or whole of such a surface.
Development not permitted	G.1	Development is not permitted if:— <ul style="list-style-type: none"> (a) the cumulative area of the ground covered by hard surface within the curtilage of the site would exceed 50 square metres; or (b) any land used as a playing field any time before the development commenced could no longer be so used.
Conditions	G.2	Development is permitted subject to the following:— <ul style="list-style-type: none"> (a) where there is risk of ground water contamination, the hard surface is not made of porous material; or (b) provision is made to direct run-off from the hard surface to a permeable or porous area or surface within the curtilage of the institution.

THIRD SCHEDULE, *contd.*PART 5—*Agricultural Buildings and Operations*

Class A		<i>Development on units 2.0 hectares or more</i>
Permitted development	A.	The carrying out on agricultural land comprised in an agricultural unit 2.0 hectares or more in area of— <ul style="list-style-type: none"> (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— <ul style="list-style-type: none"> (a) the development would be carried out on a separate parcel of land forming part of the unit which is less than 0.4 hectare in area; (b) it would consist of, or include, the erection, extension or alteration of a dwelling; (c) it would involve the provision of a building, structure or works not designed for agricultural purposes; (d) the ground area which would be covered by— <ul style="list-style-type: none"> (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 below;

THIRD SCHEDULE, *contd.*

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

- | | | |
|------------|-----|---|
| Conditions | A.2 | <p>(1) Development is permitted by Class A subject to the following conditions—</p> <ul style="list-style-type: none"> (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— <ul style="list-style-type: none"> (i) the extraction of any mineral from the land; or |
|------------|-----|---|

THIRD SCHEDULE, *contd.*

- (ii) the removal of any mineral from a mineral-working deposit, the mineral shall not be moved off the unit;
 - (c) Waste materials shall not be brought onto the land from elsewhere for deposit except for use in works described in Class A (a) or in the creation of a hard surface and any materials so brought shall be incorporated forthwith into the building or works in question.
- (2) Subject to paragraph (3), development consisting of—
- (i) the erection, extension or alteration of a building;
 - (ii) the formation or alteration of a private way;
 - (iii) the carrying out of excavations of the deposit of waste material (where the relevant area, as defined in paragraph D.4 below exceeds 0.5 hectares); or
 - (iv) the placing or assembly of a tank in any waters is permitted by Class A subject to the following conditions—
 - (a) the developer shall, before beginning the development, apply to the local planning authority for a determination as to whether the prior approval of the authority will be required for the siting, design and external appearance of the building, the siting and means of construction of the private way, the siting of the excavation or deposit or the

THIRD SCHEDULE, *contd.*

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

THIRD SCHEDULE, *contd.*

- (iii) the expiry of 28 days following the date on which the application was received by the local planning authority without the local planning authority making any determination as to whether such approval is required or notifying the applicant of their determination;
- (d) (i) where the local planning authority gives the applicant notice that such prior approval is required the applicant shall display a site notice by site display on or near the land on which the proposed development is to be carried out, leaving the notice in position for not less than 21 days in the period of 28 days from the date on which the local planning authority gave the notice to the applicant;

THIRD SCHEDULE, *contd.*

- (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 needs be, replacement.
- (e) the development shall, except to the extent that the local planning authority otherwise agree in writing, be carried out—
 - (i) where prior approval is required, in accordance with the details approved;
 - (ii) where prior approval is not required, in accordance with the details submitted with the application; and

THIRD SCHEDULE, *contd.*

(f) the development shall be carried out—

(i) where approval has been given by the local planning authority, within a period of two years from the date on which approval was given;

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

THIRD SCHEDULE, *contd.*

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

Development
not permitted

B.1

Development is not permitted by class B if—

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

THIRD SCHEDULE, *contd.*

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

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

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

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

- (a) the height of any additional plant or machinery within 3 kilometres of the perimeter of an aerodrome would exceed 3 metres;
- (b) the height of any additional plant or machinery not within 13 kilometres of the perimeter of an aerodrome would exceed 12 meters;

THIRD SCHEDULE, *contd.*

		(c)	the height of any replacement plant or machinery would exceed that of the plant or machinery being replaced; or
		(d)	the area to be covered by the development would exceed 465 square metres calculated as described in paragraph D.2 below.
	B.4		Development is not permitted by Class B (e) if the area to be covered by the development would exceed 465 square metres calculated as described in paragraph D.2 below.
Conditions	B.5		Development permitted by Class B and carried out within 400 metres of the curtilage of a protected building is subject to the condition that any building which is altered, or any works resulting from the development, shall not be used for the accommodation of livestock except in the circumstances described in paragraph D.3 or for the storage of slurry or sewage sludge.
	B.6		Development is permitted by Class B (f) subject to the following conditions—
		(a)	that waste materials are not brought on to the land from elsewhere for deposit unless they are for use in works described in Class B (a), (d) or (e) and are incorporated forthwith into the building or works in question; and
		(b)	that the height of the surface of the land will not be materially increased by the deposit.
Class C			<i>Mineral Working for Agricultural Purposes.</i>
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.

THIRD SCHEDULE, *contd.*

Condition	C.2	Development is permitted by Class C subject to the condition that no mineral extracted during the course of the operation shall be moved to any place outside the land from which it was extracted, except to land which is held or occupied with that land and is used for the purposes of agriculture.
Interpretation of Part 5	D.1	<p>For the purposes of Part 5—</p> <p>“agricultural land” means land which, before development permitted by this Part is carried out, is land in use for agriculture and which is so used for the purposes of a trade or business, and excludes any dwelling house or garden;</p> <p>“agricultural unit” means agricultural land which is occupied as a unit for the purposes of agriculture, including—</p> <ul style="list-style-type: none"> (a) any dwelling or other building on that land occupied for the purpose of farming the land by the person who occupies the unit; or (b) any dwelling on that land occupied by a farm worker; <p>“building” does not include anything resulting from engineering operations;</p> <p>“fish farming” means the breeding, rearing or keeping of fish or shellfish (which includes any kind of crustacean and mollusc);</p> <p>“livestock” includes fish or shellfish which are farmed;</p> <p>“protected building” means any permanent building which is normally occupied by people or would be so occupied, if</p>

THIRD SCHEDULE, *contd.*

it were in use for purposes for which it is apt; but does not include—

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

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

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

D.2 For the purposes of this Part—

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

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

THIRD SCHEDULE, *contd.*

a protected building, is available to accommodate the livestock; and

- (a) that the need to accommodate it arises from—
 - (i) a quarantine requirement;
 - (ii) an emergency due to another building or structure in which the livestock could otherwise be accommodated being unavailable because it has been damaged or destroyed by fire, flood or storm; or
- (b) in the case of animals normally kept out of doors they require temporary accommodation in a building or other structure—
 - (i) because they are sick or giving birth or newly born; or
 - (ii) to provide shelter against extreme weather conditions.

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

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;

THIRD SCHEDULE, *contd.*

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

D.5 For the purpose of Class B—

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

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

PART 6—*Forestry Buildings and Operations*

Class A

- | | | |
|-----------------------|----|---|
| Permitted development | A. | The carrying out on land used for the purposes of forestry, including afforestation, or development |
|-----------------------|----|---|

THIRD SCHEDULE, *contd.*

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

- (a) the developer shall, before beginning the development, apply to the local planning authority for a determination as to whether the prior approval of the authority will be required in respect to the siting, design and external appearance of the building or, as the case may be, the siting and means of construction of the private way;

THIRD SCHEDULE, *contd.*

- (b) The application shall be accompanied by a written description of the proposed development, the materials to be used and a plan indicating the site;
- (c) the development shall not be begun before the occurrence of one of the following—
 - (i) the receipt by the applicant from the local planning authority of a written notice of their determination that such prior approval is not required;
 - (ii) where the local planning authority gives the applicant notice within 28 days following the date of receiving the application of their determination that such prior approval is required, the giving of such approval;
 - (iii) the expiry of 28 days following the date on which the application was received by the local planning authority without the local planning authority making any determination as to whether approval is required or notifying the applicant of their determination;

THIRD SCHEDULE, *contd.*

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

THIRD SCHEDULE, *contd.*

(f) the development shall be carried out—

- (i) where approval has been given by the local planning authority, within a period of two years from the date on which approval was given, failing which the applicant has to reapply;
- (ii) in any other case, within a period of two years from the date on which the local planning authority was given the information referred to in subparagraph (b).

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

Interpretation A.3 For the purposes of this class—

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

“site notice” means a notice containing—

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

THIRD SCHEDULE, *contd.*

siting, design and external appearance of the building or, as the case may be, the siting and means of construction of the private way;

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

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

CLASS A

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

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

PART 8—*Repairs to Services*

CLASS A

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

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

THIRD SCHEDULE, *contd.*PART 9—*Aviation Development*

CLASS A

*Development at an Airport.*Permitted
development

A.

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

Development
not permitted

A.1

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

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

Conditions

A.2

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

THIRD SCHEDULE, *contd.*

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

THIRD SCHEDULE, *contd.*

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

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

Class D

Development by the Jamaica Civil Aviation Authority within an airport.

Permitted development

D.

The carrying out by the Jamaica 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 Jamaica Civil Aviation Authority for air traffic control and navigation.

Permitted development

E.

The carrying out on operational land of the Jamaica 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 of the movement of aircraft.

THIRD SCHEDULE, *contd.*

Development not permitted	E.1	Development is not permitted by Class E if— <ul style="list-style-type: none"> (a) any building erected would be used for a purpose other than housing equipment used in connection with the provision of air traffic control services, assisting the navigation of aircraft or monitoring the movement of aircraft; (b) any building erected would exceed a height of 4 metres; or (c) it would consist of the installation or erection of any radar or radio mast, antenna or other apparatus which would exceed 15 metres in height, or where an existing mast, antenna or apparatus is replaced, the height of that mast, antenna or apparatus if greater.
Class F		<i>Development by the Jamaica Civil Aviation Authority in an emergency.</i>
Permitted development	F.	The use of land by or on behalf of the Jamaica 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		<i>Development by the Jamaica Civil Aviation Authority for air traffic control, etc.</i>
Permitted development	G.	The use of land by or on behalf of the Jamaica Civil Aviation Authority to provide service and facilities in connection with— <ul style="list-style-type: none"> (a) the provision of air traffic control services;

THIRD SCHEDULE, *contd.*

		(b) the navigation of aircraft; or
		(c) the monitoring of aircraft; and the erection or placing of moveable structures on the land for the purpose of that use.
Condition	G.1	Development is permitted by Class G subject to the condition that, on or before the expiry of the period of 6 months beginning with the date on which the use began, the use shall cease, and any structure shall be removed, and the land shall be restored to its condition before the development took place, or to any other condition as may be agreed in writing between the local planning authority and the developer.
Class H		<i>Development by the Jamaica Civil Aviation Authority for surveys, etc.</i>
Permitted development	H.	The use of land by or on behalf of the Jamaica 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		<i>Use of airport buildings managed by relevant airport operators.</i>
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

THIRD SCHEDULE, *contd.*

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

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

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

General Note:

This Part grants permission for development by:

- (1) relevant airport operators, at and (Class C) within eight (8) kilometres of, relevant airports; and
- (2) the Jamaica 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

THIRD SCHEDULE, *contd.*

		any apparatus which it replaces whichever is greater but not including antennae installed on radio masts; or
		(c) satellite antennae except when precluded in any Development Order.
Development not permitted	A.1	Development not permitted by Class A.
		(a) Cellular towers/masts and mono poles that are being placed in residential areas, schools and hospitals; or
		(b) the cellular tower/mast and mono poles that are being located in areas of scenic beauty, protected buildings, national monuments, conservation and or protected areas and sites protected under the <i>Jamaica National Heritage Trust Act and the Town and Country Planning Act</i> .
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; or
		(b) an antenna no longer needed for the reception or transmission of micro wave radio energy shall be removed as soon as reasonably practicable.

FOURTH SCHEDULE

(Paragraphs 8, 10,
12 and 13)

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)

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

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

FORM B

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

To be Endorsed on Notices of Decision

1. If you are aggrieved by the decision of the local planning authority to refuse permission for the proposed development, or to grant permission subject to conditions, you may, by notice served within a period of twenty-eight 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.

FOURTH SCHEDULE, *contd.*

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

FORM C

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

Name of Applicant: _____

Address: _____

Under Section 12 of the Town and Country Planning Act, your application dated

(insert date)

for a development at _____

(insert address)

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

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

FIFTH SCHEDULE

*ST. ANN DEVELOPMENT ORDER AREA**PART 2—THE PLAN*

Part 1 of this Order stipulates the policies and guidelines relating to the types of development applications that require planning permission, certain procedural matters and grants planning permission for certain types of minor development. This portion consists of The Plan with statements relative to Part 1 as required under Part II Section 6 (4) of the Act.

The plan covers the Development Order Area and contains the written statements which set out the broad strategy such as objectives, policies and proposals and the land use proposal which should guide development and other land use decisions within this specific Order Area. In addition, there are areas included which because of their special characteristics are classified as Local Area Plans with site specific details including guidelines, policies and zoning proposals. These areas have been selected based upon previous studies which have determined their importance in the growth and development of the Order Area and the plan is intended to be utilized in guiding and accomplishing a coordinated, adjusted and harmonious development of these areas and their environs and will in accordance with present and future needs best promote health, safety and general welfare and the other activities set out above and in the Second Schedule of The Act. Other areas could be included at a later date when their growth and importance warrant such action.

STATEMENTS

The boundaries of the St. Ann Development Order Area are indicated in the First Schedule—Part 1 of the Section 1. The following is a brief summary of the background information and the characteristic of the area with which sets out the framework for the policies and objectives which follow and are necessary to guide development of the parish in a sustainable manner. The limits of the boundaries of the Local Area Plans have been placed at the beginning of each so that a physical image of the area can be created whilst the description is being read.

SECTION 1—The Planning Framework

STATEMENTS

The parish is located at latitude 18° 12'N and longitude 77°28'W and is that area bounded by the following parish boundaries to the east St. Mary, west by Trelawny, south by St. Catherine and Clarendon and north by the Caribbean Sea as outlined in the First Schedule and delineated on Map 1 attached hereto.

HISTORY

The parish of St. Ann was first named Santa Ana (St. Ann) by the Spaniards on their arrival in Jamaica and because of its natural floral beauty, is known locally as the 'Garden Parish'. On May 4, 1494, while on his second voyage to the

FIFTH SCHEDULE, *contd.*

Americas, Christopher Columbus first landed in Jamaica on the shores of St. Ann at 'Horse Shoe Bay' which was later named Discovery Bay. On his fourth voyage he returned to Jamaica where he was marooned for one year at St. Ann's Bay which he called Santa Ana when the island came under the English rule, the name of the parish was changed to St. Ann after Lady Anne Hyde, the first wife of King James II of England. Over time, St. Ann's Bay gradually developed into a fishing port with many warehouses and wharves as the English settlement grew larger. It was not long after it was named the capital town of St. Ann. It was named not only because of its rapid productivity but also because one of the largest shipping ports for bananas and bauxite existed here. The first Spanish settlement in Jamaica was also at Seville la Nueva now called Seville about a mile west of St. Ann's Bay. St Ann's Bay was established by Juan de Esquivel the first Spanish Governor of Jamaica and became the third capital established by the Spanish in the Americas.

*DEMOGRAPHY**Population Size and Growth*

Data from the Statistical Institute of Jamaica (STATIN) 2011 Census showed that the parish of St. Ann recorded a total population of 172,362 persons. This is an increase of 5,600 persons from 2001 when the population stood at 166,762 persons. The population has been gradually increasing since 1991 when it stood at 149,015 persons. Between 2001 and 2011, it grew by 3.36%, with a growth rate of 0.35% per annum.

The parish accounts for 6.4% of the national population in 2011 which comprises of 86,662 males and 85,700 females. The rural to urban population has also increased from 2001 with the urban population moving from 44,664 to 49,812 persons and the rural population moving from 122,098 to 122,550 persons.

This high population growth reflected natural increase due to urbanization and associated increase in different tourism related activities. Population projections indicate an increase in population to approximately 178,033 persons in the year 2021 and it is also expected to further increase to 180,393 by 2025 and 183,387 persons by the year 2030.

Population Composition

In 2011 males accounted for 86,662 persons or 50.3% of the population and females accounted for 49.7% or 85,700 persons. This shows a marginal increase from 2001 when the male population was 83,982 persons or 50.4% and the female population was 82,780 persons or 49.6%.

*Population Distribution and Density**Labour and Employment*

In the 2011 STATIN Population Census the parish had an employment rate of 84.32% and an unemployment rate of 15.68%. The total population from ages

FIFTH SCHEDULE, *contd.*

15–64 who were employed in the parish at the time of the 2011 Population Census is 128,625 persons, with males accounting for 64,534 or 50.2% and females at 64,091 persons or 49.8%.

Employment and Unemployment

In the 2011 STATIN Population Census the parish had an employment rate of 84.32% and an unemployment rate of 15.68%. The total population from ages 15–64 who were employed in the parish at the time of the 2011 Population Census is 128,625 persons with males accounting for 64,534 or 50.2% and females at 64,091 persons or 49.8%. A total 61,529 persons are currently employed in the parish and 11,443 are currently unemployed.

*NATURAL RESOURCES**Minerals*

The Order Area has significant reserves of mineral deposits such as Bauxite and Whiting that is utilized by the mining and quarrying industries. The mineral deposits is associated with the underlying dry limestone rocks of the parish which contribute to its growth and economy, as they are extracted and shipped overseas in ore form with the exception of sand, gravel and aggregate which are used in the local construction industry along with other minerals which are untouched. This has severely scarred the landscape of the Order Area due to extensive mining activities in some sections. Mining operators therefore need to be sensitized of the situation to minimize future visual impacts and to create sites for future development, where appropriate.

Water Resources

The water assets of St. Ann consist of both surface and underground sources. Fresh water is perennially available mainly from the major streams of the parish which are used for domestic, agricultural and recreation purposes. Most of the parish lies in Dry Harbour Mountains Basin, where fresh water is scarce or lacking due to the karstic environment.

Notwithstanding, there are karstified limestone aquifers mostly in the central part of the parish where large quantities of fresh ground water are available from fractures and solution cavities.

Forestry/Vegetation Cover

The Order Area has several Forest Reserves which require protection from the adverse impacts of human activities. The forest reserves are found within the southern region of the parish. These types of forest cover must be conserved and maintained to provide habitats for endemic flora and fauna and to protect the supply of water sources.

FIFTH SCHEDULE, *contd.**Coastal Features*

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

*NATURAL CONDITIONS**Topography*

The highest elevation in the Order Area is the Dry Harbour Mountains which has an elevation of approximately 762 metres above sea level. Dominant ranges also include individual peaks such as Mount Diablo, Mount Alba and Mount Zion. On the plains, the soil type is predominantly limestone, which, along with the many rivers such as White River, Dunn's River, Roaring River, give rise to numerous caves and sinkholes. The parish has approximately sixty (60) caves of which the most famous is the Green Grotto Cave. The Moneague Lake which varies in size due to weather conditions is one of the few intermittent lakes in the island.

Geology

The most significant mineral in the parish is bauxite which is located close to the surface throughout three-quarters of the parish. The geology of the parish also contains large amount of Tertiary White Limestone formation.

Land Capability

The Order Area has an agricultural land capability ranging from Class I—V with the majority falling in the Class IV range which is deemed marginal for cultivation but suitable for tree crops and pasture.

Climatic Conditions

The Order Area receives an average of 1,016 mm (40") of rainfall per year and has two distinct rainy periods, between the months of May and June and from October to November. The driest period occurs from January to March. Temperatures are relatively constant throughout the year but range from 21°C to 32°C during the hottest months and 18°C to 28°C during the colder months. Relative humidity in this area averages approximately 73 percent throughout most of the year but trends upward during the warmer summer months typically not exceeding 90 percent for extended periods.

Drainage

The parish drains in a northerly direction and involves rivers such as the White River, Rio Bueno River, Laughlands Great River, Cave River and Pear Tree Bottom River. Most of the rivers in the north central part of the parish are very small and short in length, generally rising less than 10 kilometres from the coast. One

FIFTH SCHEDULE, *contd.*

exception is the White River, which is located on the eastern side of the Basin. It is the largest river and flows approximately 27.4 kilometres along the eastern boundary of the parish. There are also many intermittent streams near the coast that have fresh water that are available seasonally.

*CONSERVATION OF THE NATURAL AND BUILT ENVIRONMENT**Natural Environment*

The St. Ann Order Area has an extensive and diverse array of natural resources ranging from marine, terrestrial and freshwater ecosystems which together work towards maintaining the ecological integrity of the area. Development activities will therefore have to conform to the environment in type and scale and be carefully monitored to ensure that prescribed conservation areas are protected, and targets met.

Established protected areas in the Order Area include the Ocho Rios Marine Park Protected Area and the Mason River Protected Area and Ramsar Site which was declared under the Natural Resources and Conservation Authority Act 1991. Two Special Fishery Conservation Areas (Discovery Bay and White River Special Fishery Conservation Areas) have been declared under the Fishing Industry Act 1976. A Game Reserve (Knapdale Game Reserve) is declared under the Wildlife Protection Act. There are also 12 gazetted forest reserves declared under the Forests Act 1996 which include the Armadale, Fergis Ramsay, Greenock, Kellits-Camperdown, Litchfield-Matheson's Run, Stephney-John's Vale Forest Reserve.

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 Ocho Rios Protection Area which is of particular importance towards fulfilling the conservation goal for large low-altitude streams target as well as its ecological functionality in maintaining the overall environmental quality of the Ocho Rios area. An extension to the Litchfield Matheson's Run Forest Reserve, which makes important contributions towards meeting the karstic freshwater cave conservation-based goals is also proposed.

The extensive coastline of the Order Area will be impacted directly by storm surges and sea level rise with the effects on the coastal areas being erosion and coastal land subsidence. The hilly interior is also affected as presently some areas of the watersheds are degraded and will likely lead to worsening impacts of flooding and landslides thus affecting water availability and supply.

Built Environment

There are several sites and buildings which are of beauty, architectural and historical significance and the Jamaica National Heritage Trust has declared twenty-five (25) of these as national sites and monuments (See Appendix 3). Buildings of architectural and historic interest include the St. Ann's Bay Court House, the

FIFTH SCHEDULE, *contd.*

Seville Heritage Park and Great House, the Ocho Rios Fort, Cardiff Hall Great House, and the St. Ann Parish Church. Other monuments and historic sites include 32 Market Street which is the birthplace of Marcus Garvey, Jamaica's first National Hero and Nine Mile the birthplace and final resting place of Robert Nesta Marley. The urban form of St. Ann consists mainly of single, and two storey buildings constructed of concrete and wood; some of which are mixed use developments with residential use on the first floor and commercial use on the ground floor. Notwithstanding, these building types can also be found outside of the local planning areas.

*TRANSPORTATION**Public Transportation*

The public transportation system is made up by licensed and unlicensed taxis, mini-buses, coaster buses and tour buses. Public transportation traverses on specific routes and travel from different destinations to the various growth centres in the Order Area. Travel to areas outside of the parish is mainly by buses. Currently there is no public rail transport within the Order Area.

Roads

The Jamaican economy relies heavily on road transport for passenger and freight movement. This is similar in the parish of St. Ann which is said to have relatively good network of roads throughout. There are several kilometres of roadways that connect various urban towns throughout the parish as well as surrounding parishes. These include the North Coast Highway linking Montego Bay to Port Antonio, Portland and the recently built North South Highway linking the parish to Kingston, St. Andrew and St. Catherine. There are also the roadways throughout the parish that links the parish of St Catherine *via* Mount Rosser and the Bog Walk Gorge. There are also other parochial roadways, class B and class A that are in relatively good condition.

Railway

There is no public rail system in the parish of St. Ann however there is the bauxite rail system that transports bauxite to the Discovery Bauxite Operations Limited (formally Noranda Bauxite/New Day Aluminium) in Discovery Bay.

Seaways and Ports

There are two seaports within the parish. These are used for the shipment of Bauxite ore and other related products and the other comprises two piers, one (Ocho Rios Pier) which is used exclusively as a cruise ship pier and the other (Reynolds Pier) which accommodates both cruise shipping activity as well as shipments of white lime and sugar.

FIFTH SCHEDULE, *contd.**Air Transport*

There are no airports or aerodrome within the parish however there is a landing airstrip in the Discovery Bay Area (near Puerto Seco Beach) which is used by the Discovery Bauxite Operations Limited. This airstrip is a private area used for small private aircraft.

HOUSING

According to Statistical Institute of Jamaica (STATIN) 2011 Census Data St. Ann had a population of 172,362 persons, which represented a 3.36 per cent increase over the 2001 population of 166,762. This increase in population along with economic growth and the immigration in search of employment resulted in the need for more housing units at the time. The Development Order Area has 46,537 housing units; 60.5% of these units are privately owned; 19.7% is rented or leased; and 1.7% is squatted upon. Approximately 93.9% of these housing units are detached, 3.2% are attached units, while 1.6% of the units are improvised. The building material of the outer wall of these housing units are as follow; 77.1% is of concrete and blocks; 16.1% is made of wood; and 3.6% of the older buildings are made from nog.

However, based on STATIN 2011 Census Data the number of housing units required is approximately 209 which indicate that there is a deficit in the number of available housing units. Notwithstanding this, with the projected increase in tourism development and other economic growth project, it is anticipated that additional housing units may be required. Therefore, special attention needs to be paid to the location, design and layout of all housing developments, ensuring that the necessary infrastructure and amenities are provided, so as to meet the local needs of specific groups including those unable to compete on the open market, the elderly and those with special needs.

ECONOMIC ACTIVITIES

Agriculture, forestry, fishing, mining and quarrying are the main industrial groups utilizing the physical resources of the parish of St. Ann (STATIN 2011). In addition to the industrial groups, Tourism is a main economic source for the parish.

St. Ann's agricultural activities include fishing, forestry, the cultivation of bananas, sugar cane, coconuts, pimento, coffee, yam, sweet potatoes, irish potatoes, ginger among other produce. The traditional crops such as bananas, coconuts and pimento have been on the decline. Factors contributing to this decline are diseases, natural disasters and the change of land use from agriculture to residential and other forms of development. Animals such as cattle, pigs, chickens among others are reared.

FIFTH SCHEDULE, *contd.*

Bauxite in St. Ann is produced by Discovery Bauxite Operations Limited which owns 49% of the company and the Government of Jamaica owns the remaining 51%. Economically this is the most important mineral extracted in the parish of St. Ann, which has the capacity to produce 5.5 million tonnes per annum. Quarrying involves the extraction of limestone material in areas such as Crescent Park, Lydford, Bamboo, Salisbury, Antrom Pen, Drax Hall and Cranbrook.

Commerce includes wholesalers, retailers, and financial intermediaries such as banks, insurance companies, real estate companies and building societies. These activities are found mainly in the city and rural towns of the parish.

TOURISM

The parish of St. Ann has a vibrant and well-established tourism sector. These areas are mainly in the towns of Ocho Rios and Runaway Bay along the coast and Nine Miles further inland. Ocho Rios is second most popular resort in the island (second to Montego Bay). In 2016, 22.2% of United States of America visitors stayed in Ocho Rios, 1.8% more than 2015 (Jamaica Tourist Board 2015/2016).

In addition to the traditional type of tourism which is to visit the island's sun, sea and sand, the parish of St. Ann provides the following: adventure tourism, sports tourism, heritage/ cultural tourism, ecotourism, among others. Popular places of attraction are, but not limited to; Dunns River Falls, Blue Hole and Konoko Falls Park, Rainforest Adventures Jamaica Mystic Mountain, Chukka Caribbean Adventures in Ocho Rios, Bob Marley Mausoleum, Dolphin Cove, and the Green Grotto Caves.

St. Ann boasts a wide array of resorts, hotels, motels, guest houses and bed and breakfast. These include Sandals Royal Plantation, Bahia Principe Grand Jamaica, Jewel Paradise Cove Beach Resort and Spa, Sand Castles, Moon Palace Jamaica, Turtle Beach Towers, Hotel RIU Ocho Rios, The Blue House Boutique Bed & Breakfast, White River Bed and Breakfast among others.

ENERGY GENERATION AND CONSERVATION

Energy is provided, operated and managed by the Jamaica Public Service Company Limited in St. Ann through three hydro-electric plants namely Upper White River, Lower White River and the Roaring River. The population of the Development Order Area for St. Ann increased by 5600 persons over the intercensal period 2001-2011 with a total of 53,642 households (*Population Census 2011 and 2001, STATIN*) resulting in an increasing demand for energy.

The increasing upward trend in world oil prices, along with the need to provide more sustainable sources of energy, has placed emphasis on the need to encourage energy conservation practices and the use of alternative energy sources, examples solar, wind and hydro plants in a sustainable manner. Of the total household 90.8

FIFTH SCHEDULE, *contd.*

percent 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 urbanization resulting in greater emphasis being placed on the provision of reliable and sustainable energy.

Solar power is only available on an individual basis in most instances as a supplementary energy source, while Hydroelectricity and wind energy produces no direct waste, and has a considerably lower output level of the greenhouse gas carbon dioxide (CO₂) than fossil fuel powered energy plants.

*WASTE TREATMENT AND DISPOSAL**Sewage Treatment*

The Development Order Area has an inadequate waste treatment and disposal system. Sewage treatment is largely done by septic tanks and absorption pits and/or tile fields. The following is a breakdown of the sewage disposal within the development order area for the 53,642 households; 68.9% is done largely through septic tanks and absorption pits and/or tile fields; 25.2% is done by using pit latrine; and it should be noted that 1.9% of the household has no toilet facilities. Some Hotels and private developments utilized individual sewage treatment and disposal facilities and there is a central system which is located in Ocho Rios and serves some section of that area and there is also a central system in Runaway Bay (Belle Air).

Solid Waste

The solid waste management services in the development order area have been put under pressure due to the rapid development and changing consumption patterns of the Order Area. Of the 53,642 household in the parish; 49% of the garbage is collected and of this amount 3.7% is collected irregularly; 45.4% of the household burn their garbage, while another 4.1% dump or bury.

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 sphere.

FIFTH SCHEDULE, *contd.*

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

The three major Local Planning Areas/Growth Centres are St. Ann's Bay, Ocho Rios and Brown's Town.

St. Ann's Bay

St. Ann's Bay, the parish capital is a designated regional centre situated along Jamaica's north coast. It provides the administrative functions for the parish along with other commercial and light industrial activities. It has a rich heritage and includes areas for historic preservation.

Ocho Rios

Ocho Rios is also a regional centre and one of the most important tourist centres within Jamaica. Existing are numerous resorts and recreational areas as well as other attractions. Commercial and service facilities are also diverse.

Brown's Town

Brown's Town is a sub-regional centre located in the north-western section of the parish. It is sometimes referred to as the "institutional town" due to the various secondary schools that plays a significant educational role for students both within and outside of the parish.

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

VISION

The vision for the parish of St. Ann after consultations with the local authority, various citizen groups and other stakeholders is to ensure the sustainable development of the parish by having regards to proper land use planning inclusive of infrastructure development, the promotion of adequate health and educational facilities, preservation and conservation of the natural and built environment, while promoting a strong, healthy, prosperous and vibrant economy.

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

FIFTH SCHEDULE, *contd.*

on the quality of design and techniques for making better use of urban space; the zoning of adequate lands so that the provision of housing is available to various segments of the populace, the establishment of land uses that will create a harmonious spatial relationship and a convenient and efficient transport system.

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 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 growth of the parish. Policy guidelines will seek to address, *inter alia*; the demand for urban services, especially the provision of lands for business and commerce, particularly within the 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 provisions for the orderly and progressive development of the land within the parish by encouraging activities that the planning authorities have identified as being beneficial to the local planning areas, while preventing the encroachment of land uses that could harm the environment or amenity of the residents. The main aim is to provide the general public, statutory authorities, developers and other interested bodies of the policy framework and land use proposals that will be used to guide sound development decisions on planning applications for the activities set out in the Second Schedule of the Act in accordance with the Vision, Planning Strategies, Objectives, Policies and Proposals outlined in this document.

The Town and Country Planning Act (1957) require all planning 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 given material consideration and be allowed.

In some instances, the Order will encourage appropriate development on specifically identified sites or areas best suited for the purpose.

FIFTH SCHEDULE, *contd.*

FORMAT OF THE ORDER

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

Part 1— Preliminary comprising The Citation, Interpretation, Schedules (First to Fourth) and General Regulations

Part 2— The Plan and Statements (Fifth Schedule)

The Plan and Statements are further divided into two sub sections:

Section 1 identifies the Statements and deals with the Objectives and Policies with reasoned justification at the development order area level under different Thematic Headings; and

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

The Land Use Proposal Maps which are bound to the rear of this document show areas which are protected from and those which are allocated for development example housing, commerce *et cetera*. They also show the specific area which may be affected by the specific policies indicated in the written statement (plan). Some of these policies are general and will affect the entire Development Order Area while some will only be applicable to specific growth areas and other communities and explain how proposals for development will be considered in that area. If a discrepancy should arise between the Statements and the Maps then the former will prevail.

Although the Order is presented in parts and sections it should be considered as a whole especially in processing development applications and the setting of precedents.

HOW TO USE THE ORDER

(1) For Information

- (a) On the interpretation of legal definitions, the application process and schedules refer to Part 1.
- (b) On a particular site or building refer to the 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 sub-sections devoted to the relevant topic. There is a Table of Contents at the front of the Document that will help in this regard.

FIFTH SCHEDULE, *contd.*

(2) For Policy Identification

Policies are identified by the first letters to which the policy relates (thus “SP” for Sectoral Policy) followed 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 thus:—Policy SP T1.

Policies for local planning areas are identified by using a letter(s) of the area to which the Policy relates (thus AB for St. Ann’s Bay) 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 St. Ann’s Bay would therefore be: - Policy AB T1.

(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) A Glossary is included in appendix 5 and is intended to be used as an aid to understand some of the more technical terms which have been used in the plan(written statement).

(5) When considering the possible use or operational development 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.

(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 hence the glossary.

FOR INTERPRETATION OF PLAN POLICIES

This Development Order will be implemented through assessment of planning applications for development and by guiding development proposals by the private sector and some public bodies.

In making decision on any application, the local planning authority must consider the provisions of the Development Order as a whole. It is therefore possible that proposals that comply with one policy many do not conform with others. In dealing with such situations the local planning authority will have to use not only the Development Order but material consideration to assess the factors involved and ensure that a balanced decision is reached in its conclusion to satisfy the overall interest of the area.

ACKNOWLEDGEMENT

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

FIFTH SCHEDULE, *contd.*

OBJECTIVES

The following objectives provide the guiding principles and 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 vision and establish the strategic direction for the policies which will guide 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

Transportation is a critical aspect in the development of the parish of St. Ann, which requires the necessary infrastructure that allows for maximum efficiency in the movement of goods and people in, out and around the parish. This movement depends heavily on vehicular traffic, a large percentage of which is privately owned especially for the movement of goods. The movement of people is by public transportation which is provided by buses and route taxis. However, in order for these to function adequately it is increasingly important that the necessary infrastructure within the Order Area be at a standard which allows for maximum efficiency for all users providing a choice of transport as alternative to the use of the private car. The objectives that will therefore guide the further development of the transport sector are:

- | | |
|---------|---|
| Obj.T1 | To provide for a transportation system that allows safe and easy movement in and around the Order Area and which makes it easily accessible from other parts of the island. |
| Obj.T2 | To ensure safe access to the road system by various modes of transportation. |
| Obj.T3 | To ensure the adequate provision of land for development of port and other transportation facilities as the need arises. |
| Obj. T4 | To ensure the integration of transport planning with land use planning. |
| Obj. T5 | To establish, preserve and protect the reservation of lands necessary for new roads and the improvement of existing ones. |
| Obj. T6 | To protect and encourage the best use of the transportation infrastructure for all modes of travel, especially public transportation. |
| Obj. T7 | To encourage the shared use of parking facilities particularly in the local planning areas as part of major development proposals for the parish. |

FIFTH SCHEDULE, *contd.*

- | | |
|----------|---|
| Obj. T8 | To make provision for adequate public parking areas to cater for buses, taxis and other forms of public transportation especially in Growth Centres. |
| Obj. T9 | To ensure that new developments are well located and designed to contribute to sustainable patterns of road layout and traffic movement and the promotion of transport choices. |
| Obj. T10 | To improve the environmental amenity of all existing and proposed parking areas used by the public through the provision of landscaping. |
| Obj. T11 | To minimise any negative environmental and social impacts arising from the provision and maintenance of roads and road infrastructure. |
| Obj. T12 | To enhance the efficiency of the transport system in order to reduce travel time between communities. |
| Obj. T13 | To support an organized and efficient infrastructure plan for the widespread adoption of electric vehicles (EV) and associated mechanisms. |
| Obj. T14 | To adapt actions and strategies promoted in the Electric Vehicle Policy prepared by the Ministry of Science, Energy Telecommunications and Transport. |

HOUSING

Population change and a growing economy are two of the major factors which are driving the demand for housing units within the Order Area. In providing housing special attention will be paid to the rationalization of new development and the access of units to all social groups. Large scale developments will not be allowed in rural areas unless there is a local demand and the necessary infrastructure is available. Higher densities than those existing may be required in some urban areas to reduce urban sprawl, encourage the principle of smart growth and to ensure a balanced development. The housing sector objectives are therefore:

- | | |
|---------|--|
| Obj. H1 | To ensure that special attention is given to the location, design and layout of all housing developments, that it is an integral part of the local planning areas and that it includes adequate pedestrian walkway with linkages to transportation routes. |
| Obj. H2 | To promote the maintenance, protection and where necessary, the rejuvenation and redevelopment of brownfield residential areas. |

FIFTH SCHEDULE, *contd.*

- | | |
|---------|---|
| Obj. H3 | To encourage greenfield and infill development in areas where adequate utilities, infrastructure and community facilities exist or can be provided in a cost-effective manner. |
| Obj. H4 | To promote mixed uses that complement established and planned communities. |
| Obj. H5 | To promote a wide choice of land and densities for housing purposes in terms of tenure, type and form which will meet the needs and aspirations of these in the Development Order Area in general and those in the growth centre in particular. |
| Obj. H6 | To encourage and help identify lands in the Order Area to relocate persons who are occupying lands illegally or in unsafe locations. |

CONSERVATION OF THE NATURAL AND BUILT ENVIRONMENT

There has been increased pressure on the environment and the natural resources of the Development Order Area, due to its extensive coastline with large tracts of white sand beaches which provide the major attraction for tourism. It is within this context that guidelines are developed towards conservation and protection of the important features of the built and natural environment of the parish. The objectives will therefore be:

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 coastal, landscape and vegetative features of the Order Area. |
| Obj. C3 | To protect and preserve the unique geological features and biological communities existing in the parish especially in that the Cockpit Country which falls in that section the Order Area. |
| Obj. C4 | 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. C5 | To prevent any increased marine and coastal contamination and degradation which would adversely affect the tourism and fishing industries. |
| Obj. C6 | To preserve and develop recreation facilities, green spaces and seaside parks to adequately serve the population. |

FIFTH SCHEDULE, *contd.*

- Obj. C7 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.
- Obj. C8 To protect areas of existing high landscape and amenity values and those that form an attractive background to urban areas, tourist development and scenic routes.

The Built Environment

- Obj. C9 To protect the built environment from insensitive or inappropriate change.
- Obj. C10 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. C11 To provide special protection to areas of public or private open space identified within settlements as having particular amenity value.
- Obj. C12 To promote the enhancement of the built environment using high standards of design and a careful choice of materials for all development.
- Obj. C13 To identify areas of historical importance for further protection.
- Obj. C14 To ensure that land uses are allocated in a manner which does not compromise the quality and quantity of usable water by protecting aquifers, wells, watersheds and other sources of water.

Archaeological Sites and Historical Buildings and Monuments

- Obj. C15 To develop policies which will ensure that structures, sites and areas of historical and archaeological significance are identified and preserved by the Jamaica National Heritage Trust (JNHT).
- Obj. C16 To ensure that cultural heritage assets are enhanced and protected and are accessible to all.

NATURAL HAZARD VULNERABILITY AND CLIMATE CHANGE

Jamaica by virtue of its location topography and geology is prone to several natural hazards. It is the intention of the Order to ensure sustainable development which is cognizant of natural hazards, and which is resilient to climate change.

- Obj. NH1 To facilitate multi-hazard vulnerability mapping for the entire Order Area.

FIFTH SCHEDULE, *contd.*

- | | |
|----------|--|
| Obj. NH2 | To ensure that multi-hazard vulnerability is considered in the siting, design and layout of all development. |
| Obj. NH3 | To ensure that climate change adaptation is considered in the assessment of all types of development applications including the provision of infrastructure. |
| Obj. NH4 | To ensure that consideration of multiple hazard vulnerability is fully integrated in land use zoning and development proposals. |
| Obj. NH5 | To provide for disaster preparedness and management with supporting facilities for national emergencies and other national use including search and rescue. |

URBAN ECONOMY

The Order Area has a diverse economic base with tourism as its major contributor. Although tourism will continue to play an important role in the economic activities of most the urban areas, it will be necessary to further diversify the economic base through service and related activities to ensure that jobs are created for a wider cross section of the population. The objective is therefore:

- | | |
|----------|--|
| Obj. UE1 | To provide a comprehensive range of employment sites and premises of different sizes, types and locations and to safeguard existing commercial and other employment generating lands and buildings. |
| Obj. UE2 | To improve the provision of shopping, leisure and other uses normally associated with urban areas, consistent with local needs whilst protecting and enhancing the viability and vitality of district and local centres in the Development Order Area. |
| Obj. UE3 | To ensure that factories are established in areas where they complement other economic activities in their vicinity. |
| Obj. UE4 | To provide land that will ensure the balanced development of town centres with public and commercial activity areas. |
| Obj. UE5 | To reinforce and improve the urban centres throughout the parish, as vibrant areas possessing a focus on business, shopping, culture, leisure, and entertainment. |
| Obj. UE6 | To increase employment opportunities and economic activities in the urban area through the establishment and expansion of manufacturing industries, tourism, commerce, and service industries. |

FIFTH SCHEDULE, *contd.*

- | | |
|-----------|--|
| Obj. UE7 | To cater for indigenous business enterprise and inward investment through the provision of a variety of sites that build sustainably in the economic and marketable strengths of the parish. |
| Obj. UE8 | To identify lands for renewable energy development and improve integration with the national electricity grid. |
| Obj. UE9 | To promote the use of distributed energy generation and large-scale renewable energy generation for increased energy affordability and decarbonization of electricity sector. |
| Obj. UE10 | To maintain and enhance the competitiveness of business including encouraging manufacturing, services, tourism, culture, and the arts in Growth Centres. |

RURAL ECONOMY

Tourism plays a less important role outside of the immediate township and resort areas of St. Ann. It is therefore important that other activities such as farming and fishing be maintained and enhanced to support the economy. The objectives are therefore:

- | | |
|----------|---|
| Obj. RE1 | To support the rural economy by encouraging appropriate forms of rural diversification and protecting agricultural land of the best and most versatile quality from permanent loss. |
| Obj. RE2 | To increase employment opportunities and economic activities in rural areas through the identification and allocation of lands for a variety of uses. |
| Obj. RE3 | To ensure that agricultural development caters to both the large and small farmers and that adequate provision is made for agro industries. |
| Obj. RE4 | To protect rural farm land from non-productive land uses and incompatible activities. |
| Obj. RE5 | To prevent the fragmentation of large agricultural lots into smaller non-productive units. |
| Obj. RE6 | To prevent urban or semi-urban development encroaching onto productive farmland. |
| Obj. RE7 | To ensure that lands of high agricultural capability are used for agricultural purposes only. |
| Obj. RE8 | To maintain and enhance local shopping provision which cater for convenient and accessible shopping facilities and help sustain rural communities. |

FIFTH SCHEDULE, *contd.*

- Obj. RE9 To maintain and enhance the vitality, viability and character of town, local and village centre in rural areas.

TOURISM

The tourism product in St. Ann is predominantly in the coastal areas especially in Ocho Rios. The areas offer white sand beaches, a variety of hotel accommodations and entertainment. The rest of the parish presents verdant scenery which makes for incredible views, exciting horseback riding and other adventure tours which appeal to the non-traditional tourist. There are several opportunities for further development of the tourism product in St. Ann making it important that this activity be developed, protected and promoted. In this regard it will therefore be necessary:

- Obj. TO1 To facilitate the development of a diverse tourist industry while protecting the environment and fostering a desirable ecological balance in all areas.
- Obj. TO2 To make provisions for the development of a full range of tourist attractions that complement the landscape and enhance cultural heritage.
- Obj. TO3 To make provisions for the incorporation of small and large-scale support services through development of non-traditional tourism products, thereby creating a broader economic base.
- Obj. TO4 To improve tourist facilities, amenities and support services that will encourage tourism development thereby maximizing the economic and employment benefits to the population.
- Obj. TO5 To transform small towns and villages into centres of vitality and interest through the integration of tourism development thereby creating a broader economic base.
- Obj. TO6 To encourage tourism development through the improvement of tourist facilities, amenities and support services, thus maximizing the economic and employment benefits of the population.
- Obj. TO7 To improve the experience of visitors by the diversification of activities, upgrading and the building of new resorts. The tourism sector requires a strong bottom-up approach that involves local communities. This would ensure that locals have a more effective ownership of the sector, ensuring its success through a cohesive purpose-driven strategy. Rather than excluding the public, tourism should be an inclusive sector that benefits more local citizens.

FIFTH SCHEDULE, *contd.*

- | | |
|-----------|--|
| Obj. TO8 | To improve the standard of quality for services and facilities to meet the challenges of sustainable tourism development. |
| Obj. TO9 | To develop and promote a matchless collection of outstanding and world-renowned hotel, villa and other accommodation type properties. |
| Obj. TO10 | To enhance the quality of and accessibility to the existing tourism infrastructure and ensure the adequacy of supporting planned tourism developments. |

MINERALS

Minerals are valuable resources to economic development, and they are vital to the economy of the Development Order Area providing essential raw material for industries; hence their extraction must be managed effectively and sustainably. Mineral resources should be protected from sterilization by urban and other development. The National Minerals Policy provides the framework and overall strategy for the integration of efficient use of these resources into the country's long term economic development path. The planning authorities will therefore have:

- | | |
|---------|---|
| Obj. M1 | To ensure that mining is undertaken in a way that will enhance rather than destroy the environment. |
| Obj. M2 | To mitigate against all forms of pollution resulting from mining activities. |
| Obj. M3 | To ensure minimized adverse effects on communities, the landscape, wildlife and habitats during mineral extraction. |
| Obj. M4 | To ensure that inappropriate mineral development does not negatively impact critical landscapes or areas of natural beauty. |
| Obj. M5 | To secure lands that are reserved for public use and that which are identified as Protected Areas. |
| Obj. M6 | To safeguard lands of significant mineral wealth against encroachment by other uses or development that would prevent their exploitation. |
| Obj. M7 | To ensure that minerals and energy production proposals accord with strategic sustainability objectives as a whole and comply with best environmental practice. |

WASTE TREATMENT AND DISPOSAL

Urbanization, economic growth and industrialization have resulted in the rapid increase in the volume and types of waste which has become a national concern. Liquid waste which is a major pollutant to coastal, surface and underground water

FIFTH SCHEDULE, *contd.*

sources must be handled in a sustainable way so that the environment is protected. Solid waste must also be managed and disposed of in such a way that it does not create or exacerbate problems of pollution, pestilence or disease, thereby ensuring a safe and healthy environment. The objectives will therefore be:

- Obj. WTD1 To ensure that safe and sanitary conditions exist for the disposal of all types of waste, along with the required technologies and support services, without any unacceptable risk or detrimental effects to natural resource or the environment.
- Obj. WTD2 To ensure that there are proposals designed to minimize the creation of waste and encourage recycling and re-use of material.
- Obj. WTD3 To ensure that all waste along the coastal area is properly handled and disposed of.
- Obj. WTD4 To ensure that standards for effluent disposal are met before being disposed of in public water bodies.
- Obj. WTD5 To encourage the development and upgrading of storm water drainage systems that provide the needed capacity to support development and which are of a high standard.
- Obj. WTD6 To encourage a revised and improved system of solid waste collection for the parish.

WATER SUPPLY

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

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

FIFTH SCHEDULE, *contd.*

ENERGY GENERATION AND CONSERVATION

The provision of reliable and sustainable energy throughout the Development Order Area is essential for the growth and enhancement of the Parish's economy. It is therefore prudent that long-term planning for the Development Order Area's energy sector must focus on strategies that facilitate the production of clean, renewable and affordable energy to satisfy the needs of the area; whilst expanding and enhancing conservation efforts. The objectives as listed hereunder are:

- | | |
|---------|---|
| Obj. E1 | To facilitate the diversification of energy generation and supply, including the use of renewable energy such as solar, wind, biomass, hydropower and landfill gas. |
| Obj. E2 | To facilitate the reduction in greenhouse gas emissions through policies that will reduce fossil fuel demand and maximize energy efficiency in all sectors. |
| Obj. E3 | To minimize greenhouse emissions through policies that will reduce energy demand and maximize energy efficiency. |
| Obj. E4 | To ensure that new developments mitigate the impact on the environment through the layout and design of energy efficient buildings. |
| Obj. E5 | To provide for and promote the establishment of safe renewable energy sources in the Development Order Area. |
| Obj. E6 | To ensure that the St. Ann Parish Development Order Area has access to stable and adequate energy supplies which enhance its competitiveness and improve the quality of life of householders through the provision of land for transmission activities. |
| Obj. E7 | To support the modernization and expansion of the country's energy infrastructure that enhances energy generation capacity and ensures that supplies are safely, reliably, and affordably transported to homes, communities, and the productive sectors on a sustainable basis. |
| Obj. E8 | To ensure that the parish of St. Ann realizes its renewable energy resource potential through the designation of renewable energy zones that will support competitive investments and energy security, whilst reducing the parish's carbon footprint. |
| Obj. E9 | To incorporate energy metrics and energy reporting into environmental sustainability criteria, including climate change mitigation, ambient air quality emissions, avoided carbon (fossil fuels), reduced fossil fuel imports and others. |

FIFTH SCHEDULE, *contd.*

TELECOMMUNICATION/COMMUNICATIONS

The advancement in technology has resulted in an increase and expansion in the telecommunications industry. It is therefore necessary to assess its impact on the environment and visual amenity of the Development Order Area and to rationalize the installation of cellular base stations, satellite dishes, and antennae for both residential and non-residential users in appropriate locations. The objectives will therefore be:

- Obj. TELE1 To facilitate the installation of an effective telecommunications network in the parish that minimizes the adverse impacts on the community, and the natural and built environment.
- Obj. TELE2 To ensure that antennae, other facilities, and apparatus used in telecommunications systems are located where there will be no adverse impact on the aesthetics of the surrounding areas.
- Obj. TELE3 To encourage the siting of telecommunication equipment away from public view and also to encourage the sharing of facilities where possible.
- Obj. TELE4 To safeguard the development rights of properties.
- Obj. TELE5 To encourage the use of the Post Office and telegraphic services as a means of communication.

SECTORAL POLICIES

The development of the Order Area will be guided by the policies and their justification outlined under the various thematic headings in the Plan. As such specific policies have been developed for the local planning areas as well as rural areas to ensure safe and satisfactory standards of development. They are not intended to restrict development but along with the “General Policies”, and other policies in the Order should be read to ensure orderly and progressive development of the Area.

TRANSPORTATION AND TRAFFIC

Efficient transportation is fundamental for the conveyance of people and commodities both within and outside of the parish of St. Ann. The parish is accessed by a network of roads leading from the parishes of Trelawny and St. Mary *via* the North Coast Highway and also from other parishes such as Kingston and St. Andrew and St. Catherine by the North-South Highway as well as the Bog Walk Gorge and Mount Rosser. The main mode of transportation is by private motor vehicles and public transportation such as route taxis and buses including tour buses. Public transportation from the parish capital offers services to all

FIFTH SCHEDULE, *contd.*

growth centres, other communities within the Development Order Area and to adjacent parishes.

Roads

The majority of the road infrastructure within the parish is in need of improvement such as road widening and alignment and bridge rehabilitation.

POLICY SP T1 The planning authorities will only grant planning permission for developments along highways and or arterial roads where improvements are not required.

POLICY SP T2 Planning permission will only be granted for individual isolated development with entry on the main road if located in an area where adequate road infrastructure exists.

The hierarchy of roads within St. Ann is divided into three distinct categories (Class A, Class B, Class C and Other). This is designed based on the function that each individual road provides to land uses and road. It is therefore necessary that road reservations are protected from intrusion and development. The hierarchy is shown in the road schedule in the Appendix 6 and should be adhered to especially in new developments.

POLICY SP T3 All road reservations should be in accordance with the requirements set out in Appendix 6, 7 and no development will be permitted which would conflict with these reservations.

POLICY SP T4 New and improved roads will be required to comply with the provisions set out in the Schedule of Road Standards (Appendix 6 and 7) and with such other details of construction and design as required by the relevant road authority.

The roadway that links the parish of St. Ann to Clarendon needs repairs as well as road widening and rehabilitation. These roadways run from Runaway Bay in the parish to May Pen in Clarendon and is the major roadway that links both parishes.

POLICY SP T5 The local planning authority will seek to have the appropriate agency widen and rehabilitate the roadway linking St. Ann to Clarendon to allow the free and easy movement of goods and people to and from both parishes.

It is important that buildings and other permanent structures be constructed at suitable distances from main and other roads so that such developments will not impede future road improvements if necessary. Along a road with fast moving vehicles buildings should also be located a far distance from the roadways, where it is safe and where the noise level will be less as this can be a disruptive element.

FIFTH SCHEDULE, *contd.*

In areas where existing reservations do not conform to the requirements and it is possible to do so, new buildings or extensions will be required to set back from the existing road reservation and no building will be allowed which could obstruct or cause greater expense to the Government where such road works have to be undertaken.

POLICY SP T6 The planning authorities will ensure that all developments adhere to the required set back from the main road improvement line as outlined by the relevant road authority (National Works Agency).

POLICY SP T7 The planning authorities will not grant permission for the erection of any permanent structures such as walls, fences etc. within the road reservation.

Service roads are those used for direct access to individual lots within a residential area or for access to commercial premises. Although the volume of traffic which traverses them may not be heavy there are times, when these roadways are in need of upgrading especially for it to be compatible with a new traffic system. Care has to be taken to ensure that this can be accomplished through the adequate set back of buildings at the approval stage.

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 the possibility exists that it may be necessary to upgrade a service road in the future; owners of property in the area will be required to reserve part of the frontage of their properties for this purpose and to set back their developments accordingly to facilitate this activity when it becomes necessary.

There is a high volume of pedestrian movement within several sections of the Order Area especially within Ocho Rios and the parish capital, St. Ann's Bay, and other local planning areas where facilities are located in close proximity to each other. The presence of utility poles in some locations on these roadways can be a hazard to pedestrians including children those with disabilities. Oftentimes they are located within the centre of the sidewalk or such that it is difficult to negotiate them easily and safely. The erection of utility poles is considered development and if permission was received for this activity then these poles would have been erected in the location that would minimize hazard potential.

POLICY SP T10 In granting permission the planning authority will ensure that utility poles and installations in road reservation do not obstruct the free movement of pedestrians and that where possible such utilities be far from the edge of the roadway.

FIFTH SCHEDULE, *contd.*

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

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

POLICY SP T12 Building lines or fence lines may be required to set back in a taper where the land adjoins a main road at an intersection, bend or corner.

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

POLICY SP T13 The local planning authority will encourage the use of 'T' intersections as much as possible in the design and layout of road networks while avoiding the use of "jog" intersections.

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

POLICY SP T14 Planning permission will not normally be given for development which would require direct access on to or egress from or have an adverse impact on a main road or highway.

POLICY SP T15 The laying out or material widening of a means of access will be permitted only where it does not constitute a hazard to pedestrians and other users of the highway and where it is possible for vehicle to enter and leave the premises in a forward gear.

FIFTH SCHEDULE, *contd.*

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

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

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

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

Motor car ownership is relatively high in St. Ann and a considerable amount of people use this form of transport to do their business. If total travel demands are to be met it will therefore be necessary to place increasing emphasis on the use of other forms of travel. Public transport is one such method as persons find it useful for travel for various activities in and out of the parish. Transport policies therefore have to be considered in accordance with other relevant policies and activities such as land use of this Order.

POLICY SP T18 The local planning authority will normally permit proposals to support the development of an integrated transport network including a choice of modes provided this accord with other relevant proposals of this Order.

POLICY SP T19 Priority will be given to coordinating land use changes with transport provision so as to minimize the need to travel by means of private automobiles.

POLICY SP T20 The local planning authority will ensure that road improvements and traffic management schemes have regard to the provision for public transport.

Where large developments are planned provision should be made for bus services, including bus stops, lay-bys, waiting and turn around areas. Developers may be required to provide the service in the interim if it is not readily available commercially particularly in the early stages of a development.

FIFTH SCHEDULE, *contd.*

- POLICY SP T21 Proposals which promote improvements to the public transportation system or reduce adverse effects of road traffic will normally be permitted provided that this is in accordance with the relevant proposals of this Order.

Motorists are often affected by the lights of oncoming motor vehicles at nights especially in situations where they fail to dim them. This situation could be avoided on dual carriageways if they are constructed with this in mind. If possible, the two carriageways should be arranged unparallel and the median be landscaped with trees and shrubs in such a way as to create an anti-dazzle screen. This would shield vehicle headlights from motorists travelling in the opposite direction. The same precautionary measures should be taken when service roads are constructed parallel to main roads or highways.

- POLICY SP T22 Where a dual carriageway is to be constructed or a service road is to be located alongside a main road or highway, the two tracks should not be parallel and the median or separation be such that it can be landscaped where possible to form an anti-dazzle screen.

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

Whilst the design of public transport vehicles and the delineation of routes is not a planning matter; the design and location of transportation centres is most important and requires detail attention to ensure adequate access and other provisions are incorporated into new and refurbished facilities and locations.

- POLICY SP T24 The provision of public transport facilities (including bus termini) whether new or to reconstruct needing planning permission will be required to provide suitable access and facilities, for the disabled and other physically challenged persons.

The safety of all road users is a prime consideration especially in areas where pedestrian movement is dominant; hence their needs should receive priority over vehicle movements. It will be necessary to use a combination of traffic management measures in the design of improvement schemes and in the layout of new developments to achieve this. Where appropriate these measures may include traffic calming and parking restrictions.

- POLICY SP T25 In traffic sensitive areas such as in the vicinity of schools and other institutions measures will be supported in order to improve safety for road users, reduce vehicle speeds and enhance the street environment.

FIFTH SCHEDULE, *contd.*

POLICY SP T26 Where serious safety or environmental problems cannot be relieved by traffic management measures, new roads or road improvements, will normally be permitted by the local planning authority.

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

POLICY SP T27 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 or other works where this is contemplated.

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

POLICY SP T28 Where natural features exist on improved main roads or extra land is available from road works on such roads the local planning authority will seek to ensure that they are enhanced or landscaped for passive recreational purposes.

The needs of the road users must be considered in the development of highway infrastructure and adequate roadside service facilities provided accordingly. Such facilities should not however, conflict with conservation policies or residential amenity and would apply to activities such as roadside restaurants, Petrol Filling Stations, Tourist Information facilities, Picnic sites and motorist refreshment facilities.

POLICY SP T29 There will be a general presumption against proposals for service facilities to meet the needs of road users unless:

- (a) They are sited at appropriate locations and spacing on primary roads where a deficiency has been identified and agreed with to the local planning authority.
- (b) They are an acceptable extension of the range of facilities on existing roadsides service sites.
- (c) There is no overriding conflict with policies in this Development Order.

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. Standards for the provision of parking spaces are required to prevent on street parking, congestion and increased road traffic hazards which would be detrimental to road safety. In certain locations parking may not be possible off street and in such situations, exceptions may be considered. Parking will be in accordance with the design standards set out in Appendix 8.

- POLICY SP T30 All new or extended developments and change of use will normally be required to provide adequate on-site parking facilities in accordance with the requirements in Appendix 8 and the parking design standards in Figure 4.
- POLICY SP T31 The local planning authority will ensure that car parking areas are designed and located in such a way as to ensure safe and convenient pedestrian access from vehicles to facilities, safe traffic circulation and minimal conflict between customers and service vehicles.
- POLICY SP T32 A standard allowance of approximately 30 square metres of parking area in practical shape (inclusive of manoeuvring space) should be provided for each car parking space.
- POLICY SP T33 The layout of all parking areas should be designed so as to obviate the necessity for vehicles to back onto public roads.
- POLICY SP T34 Where a building is divided by permanent construction into more than one identifiable use and occupancy (planning unit) the number of parking bays required shall be calculated separately for each use and occupancy (planning unit).

The provision of public vehicle parking area is the responsibility of the local authority. Several parking facilities have been constructed/ erected within the Ocho Rios Local Planning Area. However, the need for such facilities throughout the Order Area is increasingly evident and should be addressed.

- POLICY SP T35 The local planning authority will seek to have the local authority institute and control parking zones where parking problems are serious and adversely affect the operations of shops and other businesses in the Development Order Area.

FIFTH SCHEDULE, *contd.*

POLICY SP T36 The planning authorities will support the development of multi-storey parking garages where the need arises provided that they conform to the guidelines set out in this Development Order.

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

POLICY SP T37 The planning authority will support on-street short term parking for shoppers and for the operational use of business where it is warranted and road conditions make this possible and will encourage the local authority to institute such a system.

POLICY SP T38 Where the planning authority is of the opinion that it is necessary to protect the amenities of residential areas from external activities by means of on-street parking controls, the local authority will be encouraged to issue parking stickers or other forms of identification to residents in the area.

Special parking for people with disabilities will allow them to use their automobile to do business in commercial and other areas in the Order Area especially in Growth Centres. The provision of such parking should be based on the guidelines provided in the parking standards in Appendix 8 and the internationally adopted symbol in Figure 2 should be displayed to prevent others from occupying the space and this is applicable to the Order Area without exception.

POLICY SP T39 New developments will be required to provide adequate parking facilities for people with disabilities in such a position that it enables them to safely and conveniently access the development.

For some high-density housing developments, because of the lot sizes parking is provided in car parks at convenient locations off the site. While this may be satisfactory in a situation where car ownership is low, it is undesirable where this is the converse. In such situations residents may have to park cars on the street occupying spaces which would normally be reserved for visitors and other residents. This is an unsatisfactory situation which should be avoided.

POLICY SP T40 The provisions of parking spaces for residential development are to be on such site and be in accordance with the standards set out in the Appendices of this Order.

FIFTH SCHEDULE, *contd.*

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 churches are two such activities which require parking in the evenings or on days of worship respectively and the facility is vacant otherwise. Agreements could be entered into between these organizations and the enterprise to make these spaces available outside their operating hours. The local planning authority would have to be given binding legal agreements regarding such arrangements.

POLICY SP T41 The planning authority will give due consideration to the dual use of parking areas for developments where the uses alternate in terms of time and scale; and such uses can be made legally binding.

In general parking permission for new developments or replacement of parking spaces lost in the process of creating such developments should be made on site. However, there are situations where this may not be feasible or desirable, such as extensions or conversions of upper floors. In such situation the planning authority may be prepared to consider parking in suitable locations elsewhere in close proximity to the site where satisfactory legal arrangements can be made.

POLICY SP T42 Where it is not feasible to provide parking to meet the local planning authority's normal requirements on site, consideration will be given to have the shortfall made good on an alternative site where this can be made legally binding.

Where the parking schedule has not addressed all classes or categories of use, the planning authorities will determine the parking requirements based on the activity being undertaken and the standards nearest it.

POLICY SP T43 Where the use class or category of a building is not specifically mentioned in the parking schedule or more than one use is involved the planning authorities shall determine the parking provision necessary based upon the standards in the nearest category.

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

POLICY SP T44 Where the planning authority supports parking on an alternate site, the developer/owner will have to enter into a legal agreement with the local authority making the site available for the purpose in perpetuity.

FIFTH SCHEDULE, *contd.*

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

POLICY SP T45 An area should be reserved on the compound of educational institutions (separate from the parking area) for the picking up and dropping off of children from motor vehicles.

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

POLICY SP T46 All car parks should be landscaped in accordance with criteria set out in Figure 4.

POLICY SP T47 All new developments with outdoor parking lots shall utilize green and or permeable parking techniques to the satisfaction of the planning authority and in accordance with Part 4A of the Permitted Development (Third Schedule).

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

POLICY SP T48 The places where buses and trucks pick up or discharge passengers and goods shall be located only where there is adequate space out of the line of traffic and where there is good visibility in both directions for an adequate distance to prevent danger to persons and vehicles.

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

POLICY SP T49 Developers will be required to provide vehicle loading and off-loading bays within the curtilage of the site to be developed as set out in Appendix 8.

POLICY SP T50 Loading and unloading of vehicles may be provided at the side or rear of the premises in cases where POLICYSP

FIFTH SCHEDULE, *contd.*

T49 cannot be complied with, so that no parked or temporary halted vehicles will be on the road reserve to impede or endanger the movement of traffic.

Transportation Centre

The St. Ann Development Order Area is currently served by several designated public transportation centres mainly in the local planning areas of Ocho Rios, St Ann's Bay and Brown's Town. Due to the traffic situation, the construction of others within the Order Area is recommended along the guidelines set out in the Policies indicated below especially in the local planning areas.

- POLICY SP T51 All transportation centres used by the public should be provided with the necessary public conveniences and amenities.
- POLICY SP T52 The planning authorities will ensure that all transportation centres have proper signage and parking bays that are properly structured and marked.
- POLICY SP T53 All transport centres or off-street parking facilities, including parking lots shall be properly surfaced, and drainage provided so as not to cause any nuisance or damage to adjacent property or roadways.
- POLICY SP T54 All transport centres, parking lots and parking facilities shall be properly landscaped with materials which may be used as a visual medium and shall be maintained in a good condition.

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

- POLICY SP T55 The planning authorities will not approve applications for the development of transportation centres and car parks unless the proposals are accompanied by plans showing the layout and design of adequate lighting and security features.

Notwithstanding the above POLICY, excessive lighting of car parks and sports field causes sky glow, glare and trespass. This is usually caused by poor design and is a disturbance to neighbours and should be controlled.

- POLICY SP T56 The local planning authority will seek to minimize light pollution that cause sky glow, glare and light trespass by

FIFTH SCHEDULE, *contd.*

ensuring that the scheme proposed demonstrate that what is submitted with the planning application is the minimum required to undertake the task.

Where on-street parking will be likely to give rise to vehicle congestion and safety concerns due to a lack of on-site parking the applications will be refused. The local planning authority will however have particular regard to the potential adverse impact of increase in the case of commercial development where the road layout and design cannot cope with the additional pressures. In such circumstances the local planning authority will recommend some alternative measures to the developer after assessing the situation.

POLICY SP T57 Parking provision to serve development will be assessed against adopted minimum parking standards to ensure that proposed schemes provide appropriate levels of parking for private cars and service vehicles.

Air and Sea

There is no major airport in the Order Area however there is the Discovery Bay Airfield which is privately owned and do not have any physical infrastructure. Movement of goods and persons from the parish *via* air is by the Airports on the island namely Sangster International and Norman Manley International airport and also the Ian Flemming International Airport.

No development will be permitted which could interfere with the provision of additional land and other required facilities at the Discovery Bay airfield to meet expansion need and aeronautical requirements.

POLICY SP T58 The local planning authority will seek to ensure that the associated road infrastructure is upgraded to meet the increase in commuters to and from this facility when the need arises.

POLICY SP T59 No permission will be granted by the planning authorities for any further expansion of the existing airstrip and facilities without appropriate consultation with all relevant agencies and interested parties.

POLICY SP T60 The local planning authority will ensure that any further developments of the private airfield conform to its requirements and that of the Jamaica Civil Aviation Authority.

St. Ann has two sea ports; Ocho Rios Sea Port which is used mainly as a site for a number of businesses as well as a Cruise Ship Terminal and the Discovery Bauxite Operations Limited Pier.

FIFTH SCHEDULE, *contd.*

- POLICY SP T61 The planning authorities will not permit any development which might jeopardize the provision of existing and future port facilities and the necessary communications and services to them.

Smart Mobility

Smart mobility and smart city concepts also need to be integrated into the transportation system of the Development Order Area. With the growth of the urban population and the effects of traffic congestion, innovative solutions for travel have to be introduced to meet the free movement of goods and services. Walking and the use of non-motorized vehicles as modes of transportation is an alternative that is proposed to improve the transport system. However, the mobility cannot be considered smart if it is not also sustainable and safe. There is therefore the need to implement continuous cycle lanes and proper sidewalks and walking lanes to be integrated into the transportation plan for the area which should be safely constructed and accessible to all road users.

- POLICY SP T62 The local planning authority will support and promote the construction of lanes for non-motorized vehicles and will ensure that it connects the residential to the urban area and is accessible by all road users.

- POLICY SP T63 The local planning authority will promote a safe a non-motorized road network across the Order Area for use by residents and tourists to fulfil the mobility needs of all road users to include the elderly and tourists and add it as an option to the existing application for taxis.

HOUSING

In 2011 the population census recorded a total of 46,537 housing units and 53,642 households being accommodated in 51,989 dwelling units within the development order area. The data showed that there were 1,653 households in excess of the number of dwelling units. The population of St. Ann is projected to increase to approximately 183,680 by the year 2030. However, based on STATIN 2011 Census Data the number of housing units required is approximately 209 which indicate that there is a deficit in the number of available housing units. Notwithstanding with projected increased development in tourism additional housing units may be warranted.

An increase in population will normally result in an increase in housing needs. The local planning authority will therefore support the development of a range of appropriate sites and housing types to satisfy this need. The following policies are geared towards ensuring that the residents of the development order area can enjoy affordable, safe and varied housing facilities.

FIFTH SCHEDULE, *contd.*

POLICY SP H1 The local planning authority will ensure provisions for a range of housing types and tenures to meet the needs of all sectors of the order area through adequate land use zoning proposals.

POLICY SP H2 In the design and layout of housing developments the guidelines indicated in Appendix 11 are to be used.

The expansion of local planning areas is largely determined by housing developments. A wide range of potential housing sites will therefore be zoned in the local planning areas to conform to the Settlement Strategy. In order to cater for the full range of housing needs and the necessity for a mix of housing types and sizes. This will ensure that the needs of all income groups are met.

POLICY SP H3 Large new housing development should be confined to the local planning areas identified in this Order and no permission will be given for large scale housing development outside of these areas.

POLICY SP H4 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.

POLICY SP H5 Housing developments should incorporate a mix of housing types and sizes appropriate to the needs of the locality, which 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 H6 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 under used could be converted to residential use increasing the vitality of these growth 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 H7 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.

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 H8 The planning authority will normally support development of suitable land for residential developments in areas identified for this purpose, where the necessary infrastructure and amenities are available or can be provided in a reasonable time.

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 the uses of such land for purposes other than those for which it was reserved.

POLICY SP H9 In single family housing developments land is to be set aside for the development of play fields and other recreational activities in accordance with the requirements set out in Appendix 11.

POLICY SP H10 In multifamily developments such as apartments space shall be set aside for children's play area and other recreational and landscaping purposes exclusive of that reserved for driveways, parking areas and access ways.

There are several residential areas on the hillsides 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 low density residential development which maybe suitable for such lands. However, due to the limitations, special guidelines will be necessary to control any adverse effects, and to maintain and enhance the amenity values of these areas.

POLICY SP H11 In areas of steep slopes or unstable geology or in areas of conservation or environmental importance where low-density accommodation or residential development is contemplated, the development will be subjected to strict regulations and conditions and must adhere to the recommendations of the relevant Planning Authorities. (See Appendix 20)

POLICY SP H12 Density in hilly areas shall be in accordance with the Hillside Development Guidelines for Jamaica which has been developed for these areas and indicated in Appendix 20. (See also Policy GD13).

FIFTH SCHEDULE, *contd.*

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 H13 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 and should conform to the Hill Side Development Guidelines in Appendix 20.

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 H14 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.

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 deciding.

POLICY SP H15 In exceptional circumstances planning permission may be granted for proposals to satisfy a local requirement and rationalize the situation where housing development would not have otherwise been permitted.

Infill developments 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 H16 In local planning areas multifamily 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.

FIFTH SCHEDULE, *contd.*

POLICY SP H17 Development 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.

The conversion of a single-family dwelling house so that it can be occupied by two or more people living separately are regarded as houses in multiple occupations. They provide accommodation for single people on low incomes or people who require temporary locations. The creation of such accommodation is a material change of use for which planning permission is required as this could have severe impact on the surroundings. Hence there should be a balance with the character and amenity of the surrounding area.

POLICY SP H18 Where single family residences are being converted to multiple family occupation the following criteria will be considered:

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

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

POLICY SP H19 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 are indicated on the land use proposal maps, Appendix 11 and Figure 1.

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 the external appearance should not detract from the residential character of the area.

POLICY SP H20 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 should not affect the external 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.

FIFTH SCHEDULE, *contd.*

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 H21 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 the Development Order Area with the greatest demand being construction of one's own dwelling house.

POLICY SP H22 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 project 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.

POLICY SP H23 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.

The local planning authority will normally support the subdivision of land for homestead and farmstead use which will allow for the retention of economically viable agricultural plots.

POLICY SP H24 New housing development in the area will be supported where this is not in conflict with the agricultural potential of the land. In such cases, the residential use should be ancillary to the agricultural use.

POLICY SP H25 The planning authorities will ensure the strict protection of the local agriculture sector. In so doing, lands zoned for residential/agricultural and mixed use shall be maintained and will not be subdivided below a minimum lot size of quarter of an acre (1/4 acre) with strict adherence to the low density intended for such lands.

CONSERVATION OF THE NATURAL AND BUILT ENVIRONMENT

The natural and built environment of the Order Area is vital in achieving sustainable economic and social development. While premature and environmentally insensitive developments have already impacted on the natural resources of the

FIFTH SCHEDULE, *contd.*

Order Area, if growth is to continue, efficient management of both the natural and built environment will be required. It is imperative that conservation areas be protected and retained to preserve and enhance the natural resources.

This will therefore involve protecting ecological resources, watershed areas, recreational and open space areas and wildlife sanctuaries. Protection does not mean that these resources should not be used but rather, be used in such manner that the value is not degraded or destroyed, but instead enhanced.

The Natural Environment

The natural systems and features of Saint Ann is an important contribution to the creation and liveability of certain areas. This comprises an intricate system of forest reserves, freshwater and marine habitats, providing important natural values and functions for the citizens. They suffer from over-exploitation and pollution and have to be protected. The Ocho Rios Marine Park declared in 1996 under the Natural Resources Conservation Authority Act (1991), and several Forest Reserves declared under the Forest Act (1996) are some of the Acts protecting this system.

- | | |
|--------------|---|
| POLICY SP C1 | The planning authorities will seek to enhance the ecological areas of the parish including the preservation of ponds, wetlands, other fresh water and marine habitats and forests by refusing planning permission for developments that are likely to cause the loss of habitats of importance to wildlife conservation unless the demonstrated need for a development overrides natural conservation interests and there is no alternate site. |
| POLICY SP C2 | 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 C3 | Planning permission will not be given for any form of development which will involve the cutting down or removal of any trees within or on the perimeter of a woodland or Forest Reserve. |
| POLICY SP C4 | The local planning authority will seek to have the local authority place trees of amenity or scientific value placed under Tree Preservation Order to ensure protection where necessary. |
| POLICY SP C5 | 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 |

FIFTH SCHEDULE, *contd.*

of plant species, size, densities in each location and existing or proposed sites.

POLICY SP C6 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 C7 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 C8 Development will be severely restricted within any Forest Reserve, Conservation Area or Protected Area and such development may require an Environmental Impact Assessment.

The Discovery Bay Special Fishery Conservation Area and the White River Special Fishery Conservation Area was declared by the Ministry of Agriculture under the Fishing Industry (Special Fishery Conservation Area) Regulations 2012. These areas are anticipated to gradually increase fish populations affected by overfishing, habitat degradation and some factors of pollution. These areas will over time improve economic opportunities for fishers and increased opportunities for ecotourism.

POLICY SP C9 The local planning authority will not support any activities on land in adjacent to areas demarcated as Fish Sanctuaries/Special Fishery Conservation Area that will directly or indirectly affect such sanctuaries in any way.

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

POLICY SP C10 Dunn's River watershed area in view of its importance in maintaining the integrity of the world-famous falls shall be a conservation area and will form part of a green corridor between Ocho Rios and St. Ann's Bay.

POLICY SP C11 Planning permission will not be given for development which will adversely affect the flow of water to Dunn's River Falls or which would adversely affect the springs in the Ocho Rios area.

The western section of St. Ann comprises part of the Cockpit Country. Its terrain and characteristics therefore make it a natural reserve for flora and fauna. The planning authority will ensure that this environment is protected in keeping with the objectives of this order.

FIFTH SCHEDULE, *contd.*

- POLICY SP C12 Long term protection will be given to sites of special sensitive and high conservation value and interest, designated nature reserves and woodlands and their conservation needs over those of other activities.
- POLICY SP C13 There will be a presumption against development likely to be damaging to the scientific or wildlife interest within or adjacent to the Cockpit Country.
- POLICY SP C14 The local planning authority will seek to have the Municipal Corporation place Tree Preservation Orders on trees of importance in the area and will encourage them to, through education and by using its legal powers, enforce compliance with the terms of the Order.

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. It is intended that key natural and hydrologic features be assessed, expanded and planned for in a comprehensive and integrated manner. As a result, accurate surveys of drainage patterns and existing and proposed changes of levels on the site should be shown on plans being submitted for development approval.

- POLICY SP C15 The planning authorities will not consider applications for development which do not indicate all natural land features and those to be retained during construction with details for their protection during the period.

The Development Order Area consist of two lakes namely the George's Lake and the Moneague Lake. The George's Lake is bounded to the north by the North Coast Highway, to the east by the Green Grotto Caves and to the west by the Lakeside Park community. Special consideration will be given to this site as currently it is used for fishing, swimming and may in the future attract investment interest for recreational/commercial development. The Moneague Lake is located in the southern section of the parish in the Moneague local planning area and similar to the George's Lake, it is used for fishing, swimming and may in the future used for commercial/recreational development.

- POLICY SP C16 The planning authority will seek to ensure that any development and use of the lakes employs sustainable practices and do not have a deleterious effect on the areas.
- POLICY SP C17 The planning authority will normally permit eco-tourism development which will not result in the alteration or degradation of the lake and supporting ecosystems.

FIFTH SCHEDULE, *contd.*

The coastline of St. Ann is approximately 51.6km long and has a number of bathing and fishing beaches acquired or otherwise reserved by the Beach Control Authority. Some of these have public facilities while others are still yet to be developed.

- POLICY SP C18 The beaches listed in Appendix 4 will be preserved for the purposes identified and no permission will be given for any development or activity that will conflict with their use in anyway.
- POLICY SP C19 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 C20 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 C21 Wave action or that by individuals may cause the accretion of land forming beaches and islets where they did not previously exist. In such situations they should be preserved and used for public recreational purposes unless prior arrangements were made with the appropriate authorities to use them otherwise.

Caves, sinkholes, and underground rivers are an integral component of the hydrology of Jamaica. The Jamaica Caves Organization (JCO) has 142 caves/sinkholes recorded in the parish of St. Ann of which approximately 5 have been confirmed as bat habitat. Some of these caves are known for their size and beauty and will have to be protected from the adverse effects of development through planning policies and conditions imposed on approvals by the local planning authority.

- POLICY SP C22 The planning authority will not permit any development which will result in the endangerment of any species of bat or alter airflow/natural water flow of caves.
- POLICY SP C23 The local planning authority will ensure that the phosphate deposits in caves are extracted on a sustainable basis through the imposition of planning conditions.
- POLICY SP C24 The planning authorities will normally permit eco-tourism development which will not result in the alteration or degradation of caves and supporting ecosystems.

FIFTH SCHEDULE, *contd.*

The parish is covered by the Rio Bueno River-White River Watershed Management Unit, within which have several rivers that are of importance to the parish. These watersheds are areas of land which are drained by rivers and their tributaries and contribute to the conservation of water resources. They can be used for agricultural purposes as long as good cropping practices are employed and there is no deleterious effect on the environment.

POLICY SP C25 Lands in watershed areas can be used for agricultural purposes such as tree crops and otherwise where this is permissible and where the guidelines set out by the appropriate agency are met and such areas are properly managed to prevent any adverse effect on the environment.

POLICY SP C26 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 authority has lands which were either vested in them as open space by residents, existing subdivision or acquired as public playing fields. Over the years, some of these have become derelict and have been disposed of for other purposes. These lands should be protected for the specific purposes for which they were obtained.

POLICY SP C27 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 C28 The local planning authority will seek to protect and enhance areas under its jurisdiction particularly with respect to its use and development.

The same principle which applies to the ownership of lands by the local authority also applies to lands owned by Government Agencies. 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 C29 Except as required for other necessary public purposes, planning permission will not be granted for development

FIFTH SCHEDULE, *contd.*

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

POLICY SP C30 The local planning authority will ensure that open space left in the local authority's possession are well maintained and used for the purpose intended.

POLICY SP C31 The class and nature of development on green areas connecting towns and villages to each other will be severely restricted to prevent coalescence and maintain openness of the area.

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 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 SP C32 The undertaking of public works in conservation and other sensitive areas such as Fern Gully will be allowed only where essential and should be designed such that it detracts as little as possible from the appearance and recreational use of the area.

In order to preserve the visual and recreational amenities of the parish, areas outside the local planning areas such as the New Generation Camp and Camp Site-near Cranbrook will be protected. 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 their 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 SP C33 Existing playing fields and recreational areas outside of local planning areas will be protected and the creation of new areas for active and passive recreation will be promoted wherever possible.

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.

FIFTH SCHEDULE, *contd.*

- POLICY SP C34 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.

The Built Environment

The built environment is the human made space, arranged, maintained or protected, in which people live, work and recreate on a day-to-day basis. It is a system that includes parks, buildings, road and the infrastructure that supports this such as water.

- POLICY SP C35 All developments should be of a good quality design which can contribute to a built environment that:

- (i) is usually attractive;
- (ii) promotes a healthy surrounding, including space and landscaping about a building and avoidance of exposure to excessive noise or pollution;
- (iii) is energy and water efficient.

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.

- POLICY SP C36 The character of shop fronts and other commercial buildings which are of architectural or historic interest should be maintained and enhanced and others made to conform as much as is practicable.

Insensitively sited high buildings, especially those above two storeys in height (ground plus one floor) can often intrude not only upon pleasant views but neighbours as well. These will therefore be restricted to the height of surrounding developments where visual impact will be minimal.

- POLICY SP C37 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 exhibited.

FIFTH SCHEDULE, *contd.*

POLICY SP C38 No permission will be given for the erection of high buildings within an area regarded as in-appropriate 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 and planning permission must be sought from the local planning authority. This is necessary for harmony and consistency in coastal development.

POLICY SP C39 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 C40 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.

POLICY SP C41 No building or structure may be placed within a strip of land of a minimum width of 7.5m immediately adjoining the foreshore.

POLICY SP C42 Where extensive views of headlands, mountains and sea can be established along the coast viewing points with seats and lay-by for vehicles will be established.

POLICY SP C43 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 C44 Development on the seaward side of coastal main road should be so arranged that there is no continuous wall of buildings screening the view of the sea. The distance between contiguous buildings will finally be determined by the planning authority.

A natural hazard is a rare or extreme event in the natural environment such as earthquakes, droughts and tropical cyclones that adversely affects human life, property or activity to the extent of causing a disaster. Their occurrence and scale of impact are often influenced by human-induced activities because of inappropriate land use, poor building practices and environmental degradation. With the advent of climate change the prospect of more disturbed weather patterns and rising sea levels has the potential to exacerbate existing risks.

POLICY SP C45 The planning authority will ensure that the effect of climate change adaptation is considered in the assessment of all

FIFTH SCHEDULE, *contd.*

types of development applications including the provision of infrastructure.

The integration of new developments and alterations, or extensions is to a large extent dependent on detailing hence, “Outline Planning Permission” will not be granted for applications in conservation and heritage areas. In such situations “detailed applications” need to be submitted so that a full assessment of the applications can be undertaken. The proposals should be such that it can make a positive contribution to the character of the area in which it is to be located.

POLICY SP C46 Outline applications for planning permission to develop in conservation areas will not normally be accepted by the local planning authority. All such applications should provide a level of detail which will allow a full assessment to be made in relation to the character and appearance of the section of the conservation area in which such applications are to be located.

POLICY SP C47 Where an extension is proposed, the details of the extension are to be matched closely to the details on the main building especially where these are of a traditional nature. Where details have been lost, the local planning authority will aim to implement restorative measures.

POLICY SP C48 New developments are expected to retain or restore the historic street pattern, traditional buildings lines, boundary walls, open spaces and kerb lines which contribute to their character originally.

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 enhanced as it provides character.

POLICY SP C49 All 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 where feasible.

POLICY SP C50 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 C51 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 where this feasible.

FIFTH SCHEDULE, *contd.**Historical, Archaeological Sites and Buildings*

There are several sites and buildings within the Order Area having 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.

POLICY SP C52 Permission will not be given for any development within the vicinity of any monuments listed by the Jamaica National Heritage Trust without approval from the Jamaica National Heritage Trust.

POLICY SP C53 The planning authority will normally refuse planning permission for development which would damage or destroy the setting of ancient monuments, historic landscape and important archaeological sites.

POLICY SP C54 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.

POLICY SP C55 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 unless discussed with the Jamaica National Heritage Trust and special justification can be demonstrated.

FIFTH SCHEDULE, *contd.*

There may be a situation in which a proposed development will unavoidably affect archaeological remains. In such cases the local planning authority will seek to have the Jamaica National Heritage Trust enter into 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.

- POLICY SP C56 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 may not be supported.
- POLICY SP C57 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 C58 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 C59 The local planning authority will seek to ensure that the design and character of a new building is, as far as possible be in keeping with the scale and character of existing heritage buildings around them.
- POLICY SP C60 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 C61 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 C62 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.*

POLICY SP C63 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 C64 The local planning authority will seek the advice and support of the Jamaica National Heritage Trust to protect all listed buildings in their settings and any features of the special architectural or historical interest.

Ecologically Sensitive and Controlled Development Areas

The parish of St. Ann has three (3) Ecologically Sensitive Areas (ESA) namely Bengal, Fern Gully and the Dunn's River Watershed Area. These are characterised as having critical ecological features which cannot be easily replaced and changes may negatively affect species, ecosystem services, livelihoods and the quality of life. These sites are also currently under threat from development pressure or have been identified as possessing strong potential towards being impacted by these pressures in the near future.

POLICY SP C65 Any development within the Ecologically Sensitive Areas (ESAs) will be assessed on its own merit and will be subject to restrictive conditions by the relevant planning authorities.

POLICY SP C66 Any development proposed within the Ecologically Sensitive Areas (ESAs) should not significantly impact the ecological integrity of the surrounding areas.

The Bengal area is significant to the ecology and important to the biodiversity of St. Ann parish. It is also recommended that a controlled development zone be established adjacent to the Bengal Ecologically Sensitive Area to include the mountain areas and the other areas immediately adjacent to the Bengal Bridge to Runaway Bay Road. The Bengal Ecologically Sensitive Area has been identified for enhanced protection. The area will have restrictions on the types of activities that may be permitted within the boundary in an effort to preserve ecological functions and services. Low impact developments, such as ecotourism, may be permitted in these areas, subject to restrictive conditions and approval from the relevant regulatory authorities.

POLICY SP C67 The Local Planning Authority will not normally support any development within the recommended Controlled Development Zone (See St. Ann Parish Development Order Area Map 1) unless it is supported by the necessary technical report which identifies the mitigation measures of the impacts associated with the development. The proposed development should not significantly impact the ecological integrity of the surrounding areas.

FIFTH SCHEDULE, *contd.*

POLICY SP C68 Developments on lands within the Recommended Controlled Development Zone and Ecologically Sensitive Area may require an Environmental Impact Assessment (EIA).

RURAL ECONOMY

Agriculture and fishing are the most outstanding contributor to the economy in the rural regions with tourism playing a less dominant role in these farming areas. The rural economy therefore largely depends on the average earnings from agriculture. Although other economic generators will be encouraged it is important that the agricultural activities for which the parish is noted be protected and enhanced so that it can be complementary to Tourism. The use of arable land has to be rationalised.

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

POLICY SP RE2 There will be a presumption against development which diminishes the amount of productive or potentially productive agricultural land (Classes I-III) in rural areas.

In certain situations, land of lower soil capability (Class IV-V) may also be used for agricultural purposes especially in the rearing of animals such as pigs and the keeping of poultry. These are two activities in which several people in the rural areas of St. Ann are involved followed by goat rearing.

POLICY SP RE3 Activities such as poultry cattle, and pig rearing which are intensive agricultural uses not dependent on soil capability and which contributes significantly to the rural economy will be encouraged on the lower grade agricultural land where it is possible to do so.

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

POLICY SP RE4 The creation of industrial parks will be allowed not only in growth centres but other areas where the sources of raw materials are readily available.

There are times when it may be necessary to house a worker or workers whose skill is related to and readily accessible to the farm near the centre of activities. In such situations the use of good agricultural land for building purposes may

FIFTH SCHEDULE, *contd.*

override its preservation and the use of poorer quality lands. In such extenuating circumstances permission may be given for this to be done. However, in other situations where good agricultural lands will be lost it will not be supported unless there is a justifiable need such as a situation in which it is needed to house animals in need of shelter.

POLICY SP RE5 Dwellings of a temporary nature for special agricultural workers outside existing settlements and in particular location and agricultural buildings where it is of a type and size appropriate to its purpose may be allowed on good agricultural land in extenuating circumstances only.

POLICY SP RE6 Proposals for development of good agricultural land for other purposes will only be permitted in exceptional circumstances, such as a situation in which the use of more moderate or poor-quality lands for the purpose would prejudice the vitality of local farmers.

It is inevitable that some development will take place in the countryside. It is therefore necessary that any adverse impact on the various resources of the rural area be kept to a minimum. The way developments fit into the area is essential and this applies to development for agricultural and horticultural purposes.

POLICY SP RE7 Any development which is allowed in the countryside (including agricultural and horticultural building for which planning permission is required) will have to be designed and sited in such a way that any adverse effect on farming or public enjoyment of the countryside is kept to a minimum.

The efficient conduct of agriculture requires the provision of markets and other outlets and distribution facilities in convenient locations. Where these are necessary the local planning authority will support them.

POLICY SP RE8 Distribution facilities will normally be permitted where this is subsidiary to farming activities and is necessary for the distribution of produce to and from local farms and where they are not in conflict with traffic and the environment.

A lot of everyday shopping is done in small shops located in the villages and residential enclaves. The number of small shops has been declining however due to the increase in transportation facilities and the establishment of bigger shopping centres in urban centres. However, wherever there is a need, proposal to establish this facility will be supported and in such situation, they should be located in the same location if possible.

FIFTH SCHEDULE, *contd.*

POLICY SP RE9 Proposals for improvements to local shopping facilities or the establishment of a new one in villages where the need exists will be supported.

A developing trend is to establish “superstores” and “retail warehouse” shopping on the edge of urban areas. This location is attractive as the amount of space required for these developments is extensive and is unlikely to be available in the urban centre. Their provision in the right location can bring improvement in the quality of shopping overall, especially to the car using customers. This will provide healthy competition to existing facilities which will have to upgrade to survive.

POLICY SP RE10 Permission will be granted for sites outside established shopping centres for superstores, retail warehouse and other retail uses if they are compatible with their surroundings and will not cause any adverse environmental impact on the countryside, loss of good agricultural land, or affect the vitality and viability of nearby town centres and be easily accessible by car, and public transport.

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

POLICY SP RE11 Recreation, light industry, educational and tourist related business will be supported within redundant farm and institutional buildings provided such change would not in any way affect the character of the building or be detrimental to the character of the countryside.

In order to prevent reliance on agriculture only and widen the base of the rural economy certain types of development not relating to agriculture will be allowed. Those will be limited to guest houses, villas or cabins, other suitable holiday accommodation, and small business activities which are operated by the owner.

POLICY SP RE12 Extensions to existing buildings or the erection of new ones such as cabins, guesthouses etc. to accommodate guests will normally be supported provided that there are adequate amenities and the character of the newbuilding, or the extension and its locality will not be affected.

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

FIFTH SCHEDULE, *contd.*

- POLICY SP RE13 The local planning authority will support the establishment of small-scale craft industry or other income generating activities in homes or adjacent to a rural settlement or existing village where they are of the type which will not be a nuisance to neighbours, or have any adverse impact on the environment or result in the loss of good agricultural land.

Some agro-processing industry needs to be located near to the source of the raw material. This is true of the sugar industry where sugar and rum are manufactured where sugarcane is grown in the Parish. Over time, other activities such as poultry and vegetables will follow suit. Plant will have to be located where they can facilitate the processing of these agricultural products.

- POLICY SP RE14 The establishment of agro industries where they strengthen the rural economy will be supported as long as they are not located on good agricultural land, will not impact adversely on the environment or have a deleterious effect on the character of the countryside.

URBAN ECONOMY

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

- POLICY SP UE1 The expansion of factories and commercial activities will be supported on existing sites in urban areas where these can conform with planning requirements such as parking, setbacks, etc.
- POLICY SP UE2 Light industries may be accommodated in residential districts as long as there is no disruption or noxious fumes to the residents.
- POLICY SP UE3 The location of new industrial sites should be in areas where the infrastructural requirements are already present.
- POLICY SP UE4 The planning authorities will seek to develop the urban economy of the parish through the zoning of suitable sites for commercial, industrial, manufacturing, tourism and office uses and disaster management (e.g. temporary relocation or staging areas) in growth centres and other urban areas.

FIFTH SCHEDULE, *contd.*

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

POLICY SP UE5 New shopping and other commercial activities such as office complexes will be encouraged to establish in Growth Centres.

POLICY SP UE6 Shopping Centres in Growth Centres shall be designed and landscaped to provide a focus for the districts served.

Car repair activities are essential and provide opportunity for the employment of local people as well as being a community service. This activity will be encouraged mainly in areas zoned for industrial use. Application on plots zoned for other uses along main arteries may be considered based on merits where the operation will not in the opinion of the local planning authority conflict with residential amenities and traffic flows. Repairs to vehicles are not to be undertaken on the outside of any site. Disabled and derelict vehicles are not to be left standing in yard space or an adjacent roads or sidewalks for an extended period. Where such activities may be detrimental to neighbourhood character and public health attractive visual barriers along lot lines will be encouraged. Building heights and ground coverage will be determined by the local planning authority in accordance with the guideline in the Appendices. Approval for these facilities will only be given in areas where there are no adverse effects on surrounding residents.

POLICY SP UE7 The local planning authority will allow the establishment of motor car repair workshops, garages, and related activities in areas zoned for industrial use or where there will be no adverse effect on the character of a neighbourhood in which there is an urgent need for such a facility.

POLICY SP UE8 In considering application for car repair workshops and garages, scrap yards, car tyre and muffler repair services outside of areas specified for industrial use on the land use map the planning authority will have regard to the impact of such activities on the amenities of the surrounding occupiers particularly where residential accommodation is involved.

Mixed use development incorporating housing and other compatible activities can create vitality and diversity by reducing the need to travel. For this to be successful it will however need a high level of design and layout to meet the needs and aspirations of potential occupiers. This will be encouraged in terms of residential and commercial activities, as long as it is compatible in certain areas and may be

FIFTH SCHEDULE, *contd.*

permitted provided that it does not do a disservice or cause undue hardship to neighbours.

POLICY SP UE9 Mixed use schemes which contain housing either as part of a site or within individual buildings such as flats above other uses will be encouraged and permitted by the local planning authority especially within or adjoining town centres.

POLICY SP UE10 Mixed use development of residential, commercial or institutional activities in areas compatible for such may be allowed at the ratio of residential to non-residential use shall be in the ratio of 60%–40% respectively.

Night life is an important part of the urban fabric and contributes to its economy. However, some forms of entertainment can be a nuisance to their neighbours hence the need for proper screening and location.

POLICY SP UE11 Planning permission for entertainment facilities will not normally be granted where traffic problems will be exacerbated, the amenity of residents would be appreciable injured or a proposal is incompatible with the existing character and function of the area.

POLICY SP UE12 Permission will not normally be granted for a change from a cultural use, such as cinemas, museums, art galleries etc. to other non-related uses except in circumstances where a replacement will be made, within a stated time.

Most times small offices are located in premises suited for this purpose or as part of a large building which has been subdivided for the purpose. If it is a prestigious location, there is always the pressure to extend or redevelopment of the facility or space they occupy and force them out. Because of the contribution to the economy and other environmental factors their removal will be resisted where provision is not made for alternative accommodation.

POLICY SP UE13 Permission will not normally be granted for the redevelopment of small offices or their alterations to a large complex where a particular contribution can be made to the character and function of the area.

Public services and facilities will be encouraged to have outlets in shopping centres and other related facilities where it is convenient for shoppers to carry out their business transactions in one visit.

POLICY SP UE14 New shopping and other commercial business activities which are established in Growth Centres should provide

FIFTH SCHEDULE, *contd.*

accommodation for public service facilities such as office space for the paying of utility bills etc.

The National Industrial Policy seeks to promote transformation of the structure of the Jamaican economy by expansion of existing activities and promotion of new ones in targeted areas. Although lands have been zoned for this purpose the planning authority will consider other areas which are in conformity with the requirements of this order.

POLICY SP UE15 In keeping with the National Industrial Policy the planning authority will support the development of specialized industrial parks, and industrial space for small businesses in appropriate locations.

To strengthen the economic role of urban or growth centres, a lot of private investment will be required. It is of great importance therefore that potential investors have confidence in the future prosperity of these centres. Major commercial activities outside of these areas will have to be controlled and business activities promoted within them instead.

POLICY SP UE16 The planning authority will consider favourably, proposals for new retail developments in urban centres, which increase the range and quality of goods and services available and are readily accessible to residents of the Order Area.

POLICY SP UE17 The planning authority will not support proposals for major retail development outside established growth centres (including shopping centres outside of urban areas) which could adversely affect the prospects of achieving a significant and lasting improvement in the retail facilities and services available in the urban centres.

The upper floors of some commercial buildings in the centre of business areas are sometimes used for residential purposes or for storage. In an effort to increase retail or office space there is no objection to the conversion of these as the process helps to consolidate the shopping functions of these buildings. However, to minimize losses to the housing stock and to maintain interest, variety, and life in the town centre, changes of use involving the loss of residential, or tourist accommodation will be discouraged.

POLICY SP UE18 Proposals for change of use on upper floors of commercial buildings, from residential to retail within town centres will be permitted only if there will be no loss of residential or tourist accommodation.

Fast food outlets, (take away hot food shops), restaurants and other similar establishments have important leisure and service roles in a community. Such uses

FIFTH SCHEDULE, *contd.*

can however, cause problems to residents because of odour, noise and other disturbances. Control over these uses is therefore necessary to ensure compatibility within the area.

POLICY SP UE19 Planning permission will only be granted for suitably located fast food shops and restaurants where there is no potential detriment to environmental quality amenity. Appropriate hours of operation will be placed on this activity to protect residential amenity.

All industrial uses require specific planning permission and the conditions of approval are binding on the operation, the operator and the owner of the land. In an effort to preserve industrial land because of the nature of some industrial activities strict adherence to the land use proposals will be required.

POLICY SP UE20 Applications for the development of buildings or lands already being used for industrial purposes, or sites identified for industrial purposes on the proposed land use map, will not normally be supported if the intended use is non-industrial in nature, while the land retains its industrial capabilities.

POLICY SP UE21 The location of new industrial, office and business activities and the expansion and intensification of such uses in areas where they are already existing will be encouraged and promoted as long as there is conformity with planning requirements.

The promotion of “cottage industries” has become an essential element of long-term growth within the tourism sector. In giving consideration to this activity, the Order seeks to facilitate the development of such industries under a framework of planning policies, providing both the opportunity for involvement, and the dynamism needed to support growth.

POLICY SP UE22 The Planning Authority will support cottage industries and handicraft activities on residential properties provided there is no adverse effect on adjacent premises.

POLICY SP UE23 Cottage industries shall be subordinate to the residential use of the premises on which they are to be carried out, and no residential premises shall be wholly or in the majority be used for industrial or commercial purposes.

POLICY SP UE24 Handicrafts may be permitted in residential area provided that there is no machinery, equipment or process likely to adversely affect the comfort, health or enjoyment of residents in the area.

FIFTH SCHEDULE, *contd.*

POLICY SP UE25 Whenever an enterprise has outgrown its original subordinate place in the use of a residential premises, it shall opt to remove to an industrial or commercial area.

Sometimes new and small business operations may have to be set up close to residential areas and other sensitive locations giving rise to negative impact on the amenity of the surrounding property. It is important that all new developments be such that integration can occur within the surroundings and that the amenity of neighbouring occupiers particularly residences will not be unduly affected.

POLICY SP UE26 In considering applications for business developments outside of the area shown on the land use map for the purpose, the following will be taken into consideration:

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

The establishment of Call Centres can be beneficial to economic development, as staff complement are normally excessive. As a result, buildings are usually large in size and require numerous parking spaces. However, in most instances transportation for staff is provided; resulting in underutilized parking areas. Due to their inordinate size and the small number of parking spaces being provided there will be a parking problem if and when there is a material change of use.

POLICY SP UE27 Call centres and other related developments will therefore be classified as sui-generis in the use class order thus preventing an automatic change of use without planning permission.

FIFTH SCHEDULE, *contd.*

Entertainment Zones or “EZs” are typically vibrant nightlife urban districts which are well connected and are located in proximity to business districts as well as sub-urban settlements. Typical uses which are found within EZs include but are not limited to: bars, cafes, restaurants, theatres and night clubs; other compatible uses are some light industrial and recreational uses.

POLICY SP UE28 The planning authorities will support the development of Entertainment Zones where suitable and will ensure that the policies of this Development Order are adhered to in their establishment.

POLICY SP UE29 Planning permission for entertainment facilities will not normally be granted where traffic is exacerbated, the amenity of residents would be considerably negatively affected or where the proposal is incompatible with the character of the area.

POLICY SP UE30 Development which would result in the reduction/change of use of available socio-cultural facilities such as cinemas, museums, etc. to other non-related uses will not be encouraged unless provisions can be made elsewhere at a suitable location within a stated time period to offset any loss which would result from such development.”

EDUCATIONAL FACILITIES

Education within the parish is important and so school buildings, premises and playing fields are to be upgraded when the need arises. Where surplus structures exist, the local planning authority will consider alternative uses taking into consideration the local needs of the community, such as proposals for housing and recreation.

POLICY SP ED1 The local planning authority will normally support the change of use of educational buildings where they are being closed because of surplus facilities to alternative educational or community uses if reversion to the former use is not prejudiced.

POLICY SP ED2 When giving consideration to educational premises and land which are permanently surplus to educational requirements for development the local planning authority will give consideration to community uses or housing development.

Nursery schools or schools for children up to the age of five years are mostly provided by private individuals although they have to conform to Government

FIFTH SCHEDULE, *contd.*

standards. These are operated by and in Church Halls in community centres, and in residential areas where the needs of some areas are not met. The provision of these schools will be encouraged as long as they meet the requirements for their establishment.

POLICY SP ED3 Planning permission will normally be granted for facilities for nursery schools including changes of use or redevelopment of existing premises provided that they are appropriate and safe locations for the purpose.

While sites outside the built up area is appropriate for these schools they are preferred by parents and caretakers in residential area where it is more convenient to drop off and pick up the children. The effect on adjacent owners will have to be taken into consideration and provision made to make the use compatible.

POLICY SP ED4 The provision of day nurseries (children up to five years old) will normally be permitted provided that where located in a residential area such premises are detached from other buildings.

Day nurseries usually generate traffic in the mornings and in the evenings. Satisfactory parking arrangements should be made for cars leaving and entering the site. The outdoor play area should not conflict with motor vehicle or cause nuisance to adjoining owners (See Policy SPT48).

POLICY SP ED5 Proposals for the establishment of a day nursery will be considered having regard to adequate parking and circulation of vehicle on the site.

POLICY SP ED6 Outdoor play areas should minimize detriment to adjacent occupiers and where they overlook adjacent properties screening should be provided.

There is an existing demand for primary and secondary level new schools in the local planning area. The Ministry with responsibility for education is challenged to locate suitable lands for the construction of schools that will create additional places and effectively reduce overcrowding and aid in eliminating the existing shift system. Lands to support the erection of school buildings should be at the standards as outlined by the relevant Ministry which is also dependant on the type of school.

POLICY SP ED7 Proposals for schools at different levels are as follows:

- a. Infant level institutions require approximately 3–5 acres of land.
- b. Primary level institutions require approximately 5–10 acres of land.

FIFTH SCHEDULE, *contd.*

- c. Secondary level institutions require approximately 10–20 acres with consideration for promoting Science, Technology, Engineering and Mathematics (STEM) focus education.

TOURISM

The tourism industry is one of the main contributors to the economic growth of the Development Order Area as it is one of the largest resort centre in the island. The social, economic and environmental functions have an impact on the individual user and participant as well as the location as a place to live work and invest. Tourism facilities will be retained and enhanced and additional facilities provided in order to secure positive economic benefits of the industry.

POLICY SP TO1 Proposals for hotels, guest houses and other accommodation will normally be permitted along the coast, within built up areas and in areas identified for the purpose where the facilities are available to service this type of activity subject to the siting, design and environmental, considerations being satisfactory.

The development of eco and adventure tours and attractions are being increased in the parish with several offerings such as all-terrain vehicles (ATV) and horseback riding tours, along with other activities such as river tubing, snorkelling. These facilities provide valuable employment opportunities which helps the economy to grow and should be accessible both to residents and visitors and be sensitive to environmental considerations. Visitor attractions are a valuable resource in Tourism, and it is important that additional facilities are developed and supported.

POLICY SP TO2 The retention and enhancement of existing visitor attractions and facilities will be encouraged and proposals for new facilities and attractions will be supported on appropriate sites taking into consideration siting, design and environmental factors.

POLICY SP TO3 The local planning authority whilst aiming to secure the positive benefits of tourism for residents and visitors will seek to have the local authority pursue opportunities for the development of major cultural and sporting facilities at location easily accessible by main roads and public transport system.

Although the best location to have leisure facilities *et cetera* is in the urban areas, this may not be possible as all the lands suitable for such purpose could have already been committed. The alternative therefore is to locate regional facilities

FIFTH SCHEDULE, *contd.*

relatively close the urban centres with accessibility to the regional transport networks. In this way a number of sites and locations with the best potential for the provision of these facilities can be identified.

POLICY SP TO4 The local planning authority will actively seek to have the local authority pursue in partnership with public and private agencies opportunities for the development of purposebuilt facilities for exhibitions, concerts, and conference.

Whilst new development to facilitate tourism will not normally be supported in the rural areas there are occasions when this may be acceptable. Extension to existing buildings and changes of use to existing developed sites and buildings such as large country houses, redundant farm buildings or town houses to 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 TO5 Permission will be granted for hotels, guest houses and other self-service tourism accommodation outside built up areas, provided:—

- (a) The cumulative impact if the development would not adversely affect the environment, landscape and amenity of the area;
- (b) That vehicular access, approach roads and provision for parking is adequate;
- (c) The design retains the original features of the building.

Tourist information centres are very important in providing advice and assistance in identifying activity areas for visitors, while most of these are located in town centres consideration will be given to the siting of additional units along main roads.

POLICY SP TO6 The provision of new tourist information centres, community or similar information points will be supported provided they are developed to a high standard of layout, design and material and do not provide parking or access problems.

There should be a wide variety of accommodation within the Order Area, ranging from large all-inclusive to smaller boutique hotels. The height of hotels, guest houses and other tourist accommodation should be in keeping with the environment in which they are being located. They should not be bulky and

FIFTH SCHEDULE, *contd.*

overbearing, should be adequately landscaped and conform to the density, height, floor area ratio, ground coverage and all other development requirements for the area. See Appendix 15.

POLICY SP TO7 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 15.

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

POLICY SP TO8 Tourism service facilities will be allowed in areas where man-made features are developed as attractions and in conservation areas where the needs exist, and it would not be detrimental to the environment.

Golf courses can be an important amenity to hotels but because of the land space required only a few hotels in the Order Area has this facility. It requires a considerable amount of land and care has to be taken in siting such, to ensure that there is no negative effect on the environment and surrounding land uses.

POLICY SP TO9 Golf course and other developments needing extensive land areas will only be allowed where there are no negative impact on the environment, land capability is low or non-productive (Classes IV-V) if possible and there is no negative impact on the movement of traffic. (See also Policy RAP 17).

The objective to increase visitor expenditure outside of the accommodation sector requires the development of alternatives to the usual sun, sea and sand which is being offered. One such diversification is heritage tourism. The potential for development of this activity is great, however, focus must be placed on the protection and conservation of sites and where feasible, the development of heritage assets into a product.

POLICY SP TO10 Conversion of buildings of historic and architectural importance into tourist accommodation especially in rural areas where this would contribute to the conservation of the building will be supported.

POLICY SP TO11 The local planning authority will normally support the development of supporting tourism activities such as nature, heritage and adventure tours provided that the integrity of the environment is not compromised and that

FIFTH SCHEDULE, *contd.*

they comply with the required standards of the appropriate authorities.

The continuing existence of St. Ann as a tourism mecca depends largely on aesthetics of the tourist centres with the general intention being to preserve their unique landscape characteristic. Major visual corridors in and around these areas should be maintained as well as views and access to the beach. Building siting and design should be such that clear visual corridors of the sea are maintained (windows to the sea) at appropriate intervals. The setback from property boundaries and the height of buildings are important considerations in achieving this objective, particularly any seaward limits in respect of climate change. Buildings should not be obtrusive, and their architectural expression should be in keeping with the natural environment.

POLICY SP TO12 The set back of buildings from side property boundaries shall be determined by height and density and shall not be less than 4.6 metres.

POLICY SP TO13 The set back of buildings from the high-water mark in areas where this has not been indicated on the land use proposal plan and in the policies should be in accordance with Figure 4.

POLICY SP TO14 The Local Planning Authority will not support the development of structures or the carrying out of activities which will block or detract from the visual amenity of coastal scenic routes.

The landscape and wildlife in the Order Area is of great importance to tourism. Any proposal which would attempt to diminish this resource or affect the viability of any tourism resource will be strongly opposed.

POLICY SP TO15 The local planning authority will not support any proposals for development that would adversely affect the amenity, setting and characteristics of an important existing tourism resource or attraction.

The conversion of hotels to other activities can lessen the number of rooms available especially in the winter months when they are at a premium. This will in due course weaken the status of the parish as a tourism destination. Only in situations where it can be proven that all efforts to retain it as a hotel facility has failed will the local planning authority give any support for change, due consideration.

POLICY SP TO16 Proposals for the change of hotels to other uses will be resisted especially where the loss of bed spaces would have a detrimental effect on local tourism provision.

FIFTH SCHEDULE, *contd.*

Green and cultural tourism development is a concept which will be pursued in an effort to attract visitors to areas with unique, natural, cultural and historic resources. Activities such as the provision for walking, cycling and visitor centre would be provided. These attractions should be located near to major roads so that visitors can be encouraged to access them by means of public transport. Developments which will not be allowed include those that are intrusive, harmful to the environment or detrimental to a local community.

POLICY SP TO17 Sustainable tourism development proposal which take into consideration the environmental resources or cultural and historic interests of an area will be permitted provided there is no conflict with other policies in this Order.

The height of hotels, guest houses and other tourist facilities should harmonize with the environment in which 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 TO18 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.

MINERALS

Minerals are valuable, finite non-renewable natural resources formed through geological processes and as such possess specific physical properties and uses. They are the basic resources needed for most if not all development, the extraction of which can have positive or negative effects on the environment. Dereliction of the landscape, destruction of the ecological balance, irrational mining practices are some possible effects when the activity is done in an ad hoc and unsustainable manner. Bauxite is the main mineral along with sand, stone, marl and gravel.

POLICY SP M1 Physical development of a permanent or capital-intensive nature will not be given permission on mineral bearing lands.

POLICY SP M2 All operations concerned with and ancillary to the extraction of minerals constitute development and as such, the local planning authority should be consulted as this may require planning permission from the authorities.

The Mines and Geology Division delineate areas as quarry zone(s) and under normal circumstances quarrying will only be permitted in these areas and no other locations after the necessary licenses have been obtained. The zones are determined by the availability and quality of suitable material in relation to the consumption areas, such as block making factories and housing development areas. However,

FIFTH SCHEDULE, *contd.*

there are licensed quarry sites outside of the zone which may remain in operation until their licenses are expired.

POLICY SP M3 Mining and quarrying must be located within approved quarry zones as identified by the Commissioner of Mines, and this operation will not be permitted in any other location, except in extenuating circumstances approved by the relevant agency.

POLICY SP M4 Mining and quarrying applications should be submitted to the Mines and Geology Division and the necessary licenses obtained from this body before any such activity commences.

POLICY SP M5 The quarry zones will be determined by the availability and quality of suitable material and will as far as possible, be related to the present and projected consumption levels in the areas.

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

POLICY SP M6 In dealing with quarry applications the local planning authority will take into consideration the impact of the activity on the surrounding areas and will not recommend their approval to the Commissioner of Mines where they will have adverse effects.

POLICY SP M7 In the event that a contemplated development might affect licensed quarry operation, or fall within a quarry zone the matter will be referred to the Commissioner of Mines for his recommendation and advice.

POLICY SP M8 Plant sites for the processing of quarry materials should be located as close as possible to the quarry sites where they are easily accessible by the building industry and will be assessed in terms of their impact on the surrounding areas.

The number of quarries operating in any area at one time will be controlled by the demand for the material. On completion of the operations, it is expected that restoration of the quarried areas will take place in the shortest possible time.

FIFTH SCHEDULE, *contd.*

POLICY SP M9 All mined and quarried lands should on completion of the activity be restored to its original vegetative state, or to a level which is satisfactory to the local planning authority and related authorities.

In some instances, land that is slated for future development may be quarried on a priority basis and be prepared for such development in accordance with the requirements of and to the satisfaction of the local planning authority after consultation with the Mines and Geology Division, or any agency carrying out that function. It should be noted however, that the quarrying of land generally shall not be construed as rendering the land suitable for development.

POLICY SP M10 Lands which are slated for development may be quarried on a priority basis and be prepared for development to the satisfaction of the planning authority after consultation with the Mines and Geology Division.

Coastal sand mining (both onshore and offshore) has over time increasingly become a common occurrence in the Jamaican construction landscape; however, the coastal sand of St. Ann should not be regarded as a source for extraction. It is therefore the intention of the local planning authority to adopt a preventative approach, since the rate of generation by natural means may not be able to replenish the extraction or rate of removal which could be more rapid than the replenishment rate thus resulting in the destruction of prime beach areas of the Order Area. In line with anticipated sea level rise and intensity of storms and the likelihood of increased coastal erosion, the climate change impacts should be adequately considered before any approval is granted.

POLICY SP M11 Permission for the extraction of offshore or onshore coastal sand will not be permitted by the planning authorities except in extenuating circumstances and sand extraction in such situations will be stringently controlled by the appropriate authorities. Sand extracted onshore or offshore should normally be used in the landscaping/rehabilitation of eroded coastal areas in the immediate area and should only be exported under exceptional circumstances and be utilized for the above stated purposes where approval is granted.

The parish has been a major producer of bauxite ore with the construction of the Discovery Bauxite Operations Limited in the late 2000's. Bauxite deposits exist in varying quantities especially in the Cockpit Country which is an area rich in biodiversity relying on the forest habitat for survival. Mining is not allowed within the boundaries of the Cockpit Country which stretches from the parish of Trelawny to Clarendon, St. Elizabeth, St. Ann, St. James and Manchester. Due to the sensitive

FIFTH SCHEDULE, *contd.*

nature of the environment which has to be conserved and protected, the local planning authorities will not issue or consider a permit for mining within the boundaries of the area and will impose enforceable conditions to protect the natural environment.

POLICY SP M12 The local planning authority will pay due regard to the protection of the environment and natural conservation area when dealing with applications which involve ore extraction or related activities in the confines of the Cockpit Country and its environs.

WATER SUPPLY

The National Water Commission (NWC) supplies potable water through the White River Treatment System, which has a capacity of approximately 1.1 million gallons of water per day with inflows coming from blue hole sources that are seasonal. This has at times resulted in a decreased distribution of water available to the Area. Hence it is extremely important to protect surface and ground water sources within the Order Area.

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

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

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

POLICY SP WS3 Permission will normally be given for suitably designed water treatment facilities at suitable sites to the satisfaction of the planning authority.

There has been continued population growth and expansion of the housing sector within the Order Area over the years. This growth has put pressure on the water system's operational ability to satisfy present and future water demand. To overcome this problem, several improvement projects are scheduled for these demand centres which are expected to impact positively on the service delivery.

FIFTH SCHEDULE, *contd.*

POLICY SP WS4 The planning authority will ensure the coordination of development with the provision of water supply services and may grant permission requiring phasing the timing of development based on the ability to supply potable water.

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

POLICY SP WS5 The siting, design and operation of harvested rain water and or recycled grey water systems shall be in accordance with applicable standards and guidelines and shall be constructed to the satisfaction of the planning authority and any other applicable body.

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

POLICY SP WS6 The planning authority will support the incorporation of water conservation and recycling devices and technology in situations where new development, extensions and or alterations are being undertaken.

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

POLICY SP WS7 The planning authority will support the use of that wastewater from treatment plants and treated effluent to be utilized for irrigation and other agricultural purposes, provided that it meets the standards required by the Natural Resources Conservation Authority.

It is imperative that watersheds within the Development Order Area and those that contribute to the Order area are protected from indiscriminate clearing and

FIFTH SCHEDULE, *contd.*

unsustainable practices as these negatively impact the areas water supply and quality.

POLICY SP WS8 The planning authorities will not support any development within critical watershed areas that will be detrimental to the quality and volume/flow of rivers which supply water to the Order Area and any other facility which may be constructed in the future.

POLICY SP WS9 The construction of rainwater catchments and tanks will be encouraged by the planning authorities for residential and other developments especially in areas with and without public water supply.

WASTE TREATMENT AND DISPOSAL

Sewage Disposal

The management of sewage has significant long-term implication on public health and safety, the economy and the natural environment. The growth in economic development within the Development Order Area especially the tourism industry has resulted in several environmental risks as there are no public central sewage treatment facility in place except in sections of Ocho Rios. The existing 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 privately or by the National Water Commission and some hotels.

The health and environmental authorities require the movement from primary sewage disposal techniques to tertiary treatment methods which is a more environmentally friendly way to deal with waste treatment.

POLICY SP WTD1 Permission will not be granted for any new development or extensions to existing development within a public sewerage system unless connected to the central sewerage system where it is possible to do so.

POLICY SP WTD2 The planning authorities will seek to ensure that all sewage treatment and disposal systems are designed to treat to a tertiary level.

Sites that are developed without the adequate sewage treatment 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 sewerage areas.

FIFTH SCHEDULE, *contd.*

POLICY SP WTD3 Where densities are higher than 125 habitable rooms per hectare (50 hr/a), or where otherwise necessary because of environmental conditions, the units should normally be connected to a central collection system.

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 WTD4 For single family houses on lots larger than one tenth (1/10) of a hectare (1,000 sqm or 10,764 sqft), 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 WTD5 For single family houses on lots of five hundred and eighty square meters (580 sqm) and larger with maximum density not exceeding 75 habitable rooms per hectares (30 hr/a), 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 WTD6 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 WTD7 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.

Recycling of Greywater

In areas where there is difficulty in providing piped domestic water supply systems the recycling of grey water and the harvesting of rainwater 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 more available to individuals especially during periods of drought.

FIFTH SCHEDULE, *contd.*

- POLICY SP WTD8 The collection and use of rainwater 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 WTD9 New housing developments which are served with a piped domestic water supply system should make provision for the use of rainwater/grey water for the watering of plants and gardens.
- POLICY SP WTD10 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 WTD11 The local planning authority will encourage the local authority to carry-out the upgrading and maintenance of storm water drainage and upgrading where necessary, particularly in light of climate change considerations (e.g. flooding and siltation and spread of mosquito-borne diseases).

Solid Waste Disposal

The collection and disposal of solid waste in the Development Order Area is the responsibilities of the National Solid Waste Management Authority, with the physical activity being allocated to North-Eastern Parks and Market Limited (NEPM) along with private contractors. The current solid waste disposal site in the Order Area is Tobolski and Hadden.

- POLICY SP WTD12 Proposed 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.
- POLICY SP WTD13 Proposed site for transfer stations will be established at locations satisfactory to the local planning authority and will take into consideration the capacity for the relevant waste type, satisfactory access, effects on agricultural land and other environmental factors.

The recycling and composting of solid waste is an important component of a sustainable approach to solid waste management because of environmental issues. 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.

FIFTH SCHEDULE, *contd.*

- POLICY SP WTD14 The local planning authority will ensure that provision is made for recycling facilities in new developments to facilitate the recycling and handling of waste material from residential and commercial facilities.

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

- POLICY SP WTD15 In considering the location of sites for waste disposal or 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 WTD16 Solid waste should be disposed of in landfill sites where possible and these should be located in areas where there will be no detrimental effect on surface or underground water resources.

- POLICY SP WTD17 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.

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

- POLICY SP WTD18 Commercial, industrial, office and multifamily developments should provide vector and or rodent proof receptacles on the premises for the storage and disposal of garbage; and these must be located where they are easily accessible by garbage trucks.

- POLICY SP WTD19 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 can generate large amount of hazardous waste 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 WTD20 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.

FIFTH SCHEDULE, *contd.**Waste to Energy (WtE)*

Waste to Energy plant is a facility that combusted waste to produce different forms of energy. Generally, WtE plants are encouraged as a viable method of solid waste disposal and may be seen as a necessary option to resolve the waste management problem locally. The proposed introduction of the WtE plant is unprecedented and may be seen as a new occurrence locally which has the potential to have significant environmental and planning implications. These plants are considered as a heavy industry and are incompatible with some land uses due to the fumes, smell, dust and noise they may emit. Applications will be assessed on its own merit based on character of the area.

POLICY SP WTD21 Any waste to energy plant being contemplated within the Ecologically Sensitive Area must take into consideration the agricultural viability and significant water resources within the locale as well as be accompanied by the requisite studies.

POLICY SP WTD22 The planning authorities will not normally support similar industrial activities within the Ecologically Sensitive Area unless it is a government initiative and is of significant national importance.

POLICY SP WTD23 The local planning authority will ensure that for any waste-to-energy development application being contemplated, an extensive environmental impact assessment should be undertaken to include cumulative impact on existing surrounding uses.

ENERGY GENERATION AND CONSERVATION

There is a global emphasis on the provision of reliable sustainable energy due to population growth and urbanisation. The Jamaica Public Service (JPS) Company Limited provides energy within the Development Order Area through its distribution system and a series of sub-station. There are 53,642 households within the Development Order Area of which 95 percent have access to electricity; the remaining percentage use kerosene and other methods as a source of lighting (Population Census 2011, STATIN). The cost of supplying energy is very high due to the rising price 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 developments.

FIFTH SCHEDULE, *contd.*

- POLICY SP E1 The planning authority will ensure that the design of hotels, residential, commercial and office buildings can make full use of natural lighting, ventilation and other energy conservation techniques.
- POLICY SP E2 Where it is necessary to have heated water, the planning authority will require that buildings be designed to make use of solar heaters.
- POLICY SP E3 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.

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 to ensure satisfactory location in the environment and free and easy movement of pedestrians.

- POLICY SP E4 The construction of electricity substations will be supported in areas where it is necessary to upgrade the supply of electricity as long as it will have no adverse impact on the environment.
- POLICY SP E5 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 SP E6 Planning permission will be given for the installation of utility poles and lines which are sited to allow easy and economic means of road and sightline improvements and do not obstruct pedestrian movement.
- POLICY SP E7 Ancillary utility services should be located that there will in no way obstruct sidewalk facilities.

Undergrounding of electric wires is an alternate way to distribute energy. Although this method is costly it can reduce operational cost over the life time of the cables. In large developments such as shopping plazas and some resort, this method is more appropriate than to have the wires exposed overhead.

- POLICY SP E8 Where feasible it is desirous 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.

FIFTH SCHEDULE, *contd.*

The local planning authority will ensure that route selected for their installation be submitted for approval along with the methodology to be used.

POLICY SP E9 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, Solar and Hydro 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 SP E10 The local planning authority along with the relevant agencies will be mindful to grant planning permission for alternative energy sources including wind farms, solar fields and bio-gas plants provided the development, including ancillary buildings and facilities, will not cause serious harm to the ecology of the area or disturbance to any receiving or transmitting system in the area.

Solar power is mainly used 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 E11 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.

The White River is one of the largest rivers within the parish and has been used to generate hydroelectric power in the upper and lower section of the river; these systems are very old and needs to be renovated.

POLICY SP E12 The planning authorities will support the introduction of hydroelectric power generation within the Order Area provided that such activities are not detrimental to the environment.

The impact of fossil fuel energy-based product on the environment as well as the rapid depletion of such, has created a need to source alternate energy that is

FIFTH SCHEDULE, *contd.*

clean, reliable, and sustainable. The introduction of renewable energy sources such as biofuels, 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 location. Environmental Impact Assessments will generally be required for such developments.

POLICY SP E13 Renewable energy developments connected to the national grid will be safeguarded from development which would conflict with its operations.

Renewable sources of energy such as solar and wind are often utilized as 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 E14 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 (CO₂) than fossil fuel powered energy plants. Development proposals of this nature will supplement the national grid and should be supported where feasible.

POLICY SP E15 The planning authorities along with the relevant agencies will support the introduction of mature renewable energy (wind, solar, biomass and hydropower) power generation within the order area provided that such activities are not detrimental to the environment and are in line with the current Jamaica's National Energy Policy.

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 Development 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 14.

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

FIFTH SCHEDULE, *contd.*

- POLICY SP TELE2 Where possible the proposed development should be designed so that it blends into the environment and minimize the visual impact. Different solutions, types of material and colours should be utilized where possible. New apparatus within urban areas should be sited on existing structures where possible.
- POLICY SP TELE3 Telecommunication networks should be sited so as to minimize disturbance to the environment and loss of amenities.

Telecommunication and particularly mobile phones have become an indispensable feature of modern living. However, there has been much concern about the 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 or their base stations have remained inconclusive, a precautionary approach will therefore be adopted in the location of these telecommunication devices.

- POLICY SP TELE4 Pre-application 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 relevant authorities will seek to ensure that the beam of greatest radio frequency intensity from a base station sited within or near retirement homes, educational and health facilities does not fall on any part of the grounds or buildings of the institution.
- POLICY SP TELE6 Operators shall submit statements indicating compliance with World Health Organization guidelines for non-ionizing radiation protection with each application before it will be considered by the local planning authority.

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

- 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

FIFTH SCHEDULE, *contd.*

in accordance with any standards or guidelines provided by the relevant agencies/ authorities, and appropriate measures taken to reinstate the land to its original state or as near there to as possible.

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

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

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

POLICY SP TELE10 The planning authority will ensure that the erection or laying of telecommunications equipment will not result in unnecessary proliferation of or have any adverse effects on the character of a locality or the appearance of a property.

POLICY SP TELE11 In considering applications for the erection of masts the planning authority will need to be satisfied that the siting and external appearance of it and its apparatus will take into account existing and proposed landscaping, the impact on amenity and the impact due to noise and disturbance.

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

Business premises, especially betting shops and cable facilities, normally have the need for satellite receiving antennae and these are usually installed in locations where they are incongruous. They should be screened from public view, through

FIFTH SCHEDULE, *contd.*

design, artwork and/or landscaping to minimize the visual impact so that they do not impinge on the amenities of any residents adjacent or in close proximity to the site.

POLICY SP TELE13 The erection of antennae on business premises will normally be permitted where the proposal is such that it is not visible from public areas or from the habitable room window of a dwelling which overlooks the site.

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

Antennae in residential development or other domestic facility have very little environmental effect and are mostly confined to satellite antenna. Normally a satellite dish of up to 70cm in diameter is permitted development and will not require planning permission. Those above this size will need planning permission and special attention will be paid to their location. Ground mounted antennae will be less obtrusive than wall or roof mounted and will be allowed where it can be screened from public view.

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

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

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

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

POLICY SP TELE17 Telecommunication devices will not be allowed on sites of historic, architectural or archaeological significance

FIFTH SCHEDULE, *contd.*

(Appendix 3) or on buildings within conservation areas and consideration will be given to siting these on adjoining buildings or where they will least jeopardize the character and appearance of the site or heritage building.

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

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

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

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

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

As the technology in telecommunications equipment advances, transmittal and reception equipment have become smaller and more powerful. In buildings where this equipment is to be installed, requirements should also be considered at an early stage to prevent non-conforming additions later on.

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

PETROL AND FILLING STATIONS

It is in the public interest that the proper siting and design of petrol and oil filling stations throughout the St. Ann Development Order Area 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

FIFTH SCHEDULE, *contd.*

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 SP PFS1 | Filling stations will not normally be permitted close together on one side of any road unless there is similar provision on the other side sufficient to reduce traffic crossing the road. |
| POLICY SP PFS2 | Where it is anticipated that a road will develop as a limited access road the siting and design of the Station should conform to the special standards for access to and egress from such roads. |
| POLICY SP PFS3 | The planning authority will ensure that petrol filling stations are designed and constructed in accordance with the guidelines established in Appendix 8 of this Order and any other guideline or standard which may be developed. |
| POLICY SP PFS4 | The layout and design of all filling stations should be in accordance with the guidelines in the Appendices. |

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 instead 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 SP PFS5 | 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 SP PFS6 | Developments which are not sensitively designed and integrated with surrounding areas will not be given planning permission. |

The hazards associated with the emission of benzene (a known carcinogen) can be minimized using vapour recovery pumps. Where petrol contains benzene mitigatory measures should be in place to protect public and environmental health.

- | | |
|----------------|---|
| POLICY SP PFS7 | “Vapour recovery pumps” should be installed in all new petrol filling stations where the petrol being dispensed contains benzene. |
|----------------|---|

FIFTH SCHEDULE, *contd.*

POLICY SP PFS8 Advertisement shall be controlled in accordance with the guidelines provided in the Appendix 10.

On toll roads these should form part of planned service areas should be located on main travel routes on rural roads and in proximity to communities or commercial areas where the economic activities in the area can benefit. On single carriageway roads if stations are to be provided on either side of the road, such should not be located directly opposite each other, but should be staggered within visible distance of one another. Where stations are located on the same side of the road, the distance between them should be at least 300metres unless such stations are contiguous with a common entrance and exit. On dual carriageway roads, stations may be sited opposite to one another.

POLICY SP PFS9 Petrol filling stations must at all times be located such that there will be no significant adverse effect on the amenity and environment of nearby occupiers, traffic levels, nor risk to public safety.

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 under the 1957 Town and Country Planning Act for which planning permission is required.

The regulations set out the general framework for the control of advertisement but the power of the planning authorities there under may be exercised only in the interest of amenity and public safety. Applications to display advertisement will however be assessed according to their location and siting, dominance in the street scene and where appropriate illumination, in addition to the above. Developers and other interested parties should familiarize themselves with the Regulations and the Policies herein as the planning authorities will pay due regard to them in dealing with applications.

POLICY SP CA1 When dealing with proposals for the display of advertisements the planning authorities will take into consideration:

- (i) whether it is an appropriate location given the character and appearance of the surrounding area
- (ii) the general siting, size and dominance of the proposal and its impact upon the amenity of adjacent property

FIFTH SCHEDULE, *contd.*

- (iii) all relevant road safety considerations
- (iv) the design, siting and illumination of advertisements within conservation and heritage areas to ensure the maintenance and enhancement of the historic character and appearance of the area.

POLICY SP CA2 Signs adhering to the guidelines set out by the regulations will only be permitted by the planning authority in areas where they do not distract road users, cause clutter or become unsightly and distract from the character and appearance of the neighbourhood.

POLICY SP CA3 The planning authorities' decision in dealing with advertisement will be influenced by the Advertisement Regulations the above policies and the guidelines in Appendix 16.

The control of Advertisements Regulations permit some projecting signs on business premises. In most cases these should be the maximum allowed in the interest of amenity, although exceptions may be appropriate where the local planning authority is of the opinion that this is permissible.

POLICY SP CA4 Where consent is required, applications for projecting signs of business premises will be considered having regard to the number of existing projecting signs on the premises. Consent will normally be granted for one projecting sign at fascia level for each elevation of the premises.

Legitimately displayed directional signs are among the distractions to motorists on highways. Only appropriate signs such as those which are acceptable in terms of amenity and road safety will be allowed.

POLICY SP CA5 Signs intended to direct pedestrians or road users to particular sites or location not visible from the public highway will normally be permitted where their display would not be detrimental to visual amenity or highway safety.

NATURAL HAZARD VULNERABILITY AND CLIMATE CHANGE

Jamaica by virtue of its location topography and geology is prone to several natural hazards such as hurricanes, floods, drought, earthquakes, landslides and tsunamis. These hazards when combined with situations of high vulnerability,

FIFTH SCHEDULE, *contd.*

often result in disasters of varying severity which affect both human and natural systems. Factors which increase vulnerability to natural hazards include unsustainable land use practices such as hillside farming and construction which contribute to deforestation and slope instability. Development along river banks and within flood plain areas also contribute to natural hazards. It is the intention of the Order to ensure sustainable development which is cognizant of natural hazards and which is resilient to climate change.

POLICY SP NH1 The planning authority will ensure that development proposals incorporate available information on multi-hazard vulnerability in the siting, design and layout of development.

POLICY SP NH2 The planning authority will seek to ensure that the cumulative effect of development on a site is assessed when considering the proposals for the area.

Over the past decade focus has been placed on mapping of multi hazards in order to assist land use decision making. The ODPEM has improved and expanded their data collection and Geographical Information System (GIS). The technology has been utilized in the disaster management process particularly in advising on optimal land use, by identifying the areas of most vulnerability, also in mitigation activities and damage assessment. Through the spatial representation of critical facilities and the overlapping of various elements of the database, the decision support system for preparedness and response has been significantly enhanced along with improved analysis of hazards at specific locations.

POLICY SP NH3 The planning authority will ensure that multi-hazard vulnerability mapping is undertaken for the entire Order Area and kept current so as to assist in the consideration of development proposals.

POLICY SP NH4 The planning authority may, in consultation with the relevant authorities, limit or prohibit development in areas of high vulnerability as may be identified from time to time.

POLICY SP NH5 The planning authority will seek to ensure that evacuation routes and city wide assembly points are identified in suitable locations to the satisfaction of the relevant authorities.

Jamaica and by extension, the Order Area, is at an increased risk of hurricane impacts and the consequent physical and economic ramifications. Consideration must be given to the level of urban redevelopment upstream and the potential

FIFTH SCHEDULE, *contd.*

impact of increased run-off volumes into these channels which will ultimately lead to increased incidences of flooding that will negatively impact life and property. The present issue of surface flooding during rain events is attributable to several reasons including insufficient capacity of drainage infrastructure, informal settlement and encroachment on gully reserves and river banks resulting in the undermining and depositing of solid waste into the channels which reduce the capacity of already insufficient drainage channels. Where storm water run-off volumes are too high, localized flooding may result from storm water overflowing the banks of these drainage systems.

POLICY SP NH6 The planning authority will seek to encourage the development of or improvements to the drainage infrastructure within the Order Area.

POLICY SP NH7 The planning authority will seek to ensure that natural and man-made drainage channels are kept free of debris and may prohibit development which impacts the efficiency of the drainage system.

The Jamaica Building Code has undergone revisions that have moved towards designing for more intense earthquakes.

POLICY SP NH8 The planning authority will seek to ensure that development proposals adhere to applicable designs and Building Codes to mitigate the effects of multi-hazards.

Climate change is often referred to as the most important environmental issue facing the planet today. The potential impacts are significant and far reaching. The driver of climate change, the global warming phenomenon, is a result of increasing concentration of ‘greenhouse gasses’ that have high heat retention properties. Some of the effects of climate change are increasing air temperatures, rising sea levels and changes to weather patterns. These are serious issues for Small Island Developing States (SIDS); climate change adaptation must therefore be an important factor when considering the siting and type of development in the Order Area.

POLICY SP NH9 The planning authority will seek to ensure that climate change adaptation is considered in the assessment of all types of development including the provision of infrastructure.

POLICY SP NH10 The planning authority will seek to encourage design that recognizes natural systems and integrates ecological functions such as the sponge city concept.

FIFTH SCHEDULE, *contd.*

GENERAL DEVELOPMENT POLICIES

The General Development Policies are intended to supplement the Sectoral Policies and are to be applied throughout the entire Development Order Area (including the local planning areas). The local planning authority in considering applications for development will therefore ensure that provisions are made for proper sanitary conditions and conveniences, 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 and promote economic and social development on a sustainable basis will therefore be promoted. Areas identified for the various activities will be indicated on the land use proposal maps.

POLICY GD1 The local planning authority will not grant approvals for any major development:

- (a) outside of local planning areas or growth centres, except in extreme circumstances or where it is needed to satisfy a local demand
- (b) where adequate provisions have not been made for infrastructure and utility services
- (c) which will sterilize or destroy the use of an important resource
- (d) which by virtue of any process generates smell, fumes, noise or that would be a nuisance to existing and proposed development in the area in which it is to be located.

POLICY GD2 Development will be supported in areas that provide a healthy environment and in which the land to be developed satisfies the requirements and guidelines for the type of buildings and structures that is proposed to be erected.

In the development process it is important that existing trees and woodlands of amenity, economic and ecological value are protected and maintained. Where a development is permitted, individual trees or groups of existing or planted trees and woodlands of significance within the area will be retained and maintained and where their existence is likely to be threatened, they will be protected by Tree Preservation Orders.

POLICY GD3 The local planning authority will protect trees and woodlands of public amenity value in development proposals and secure their retention where necessary

FIFTH SCHEDULE, *contd.*

through the institution of Tree Preservation Orders by the local authority if necessary.

POLICY GD4

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

In order to preserve the visual and recreational amenities of the St. Ann Development Order Area, areas will be zoned to preserve amenity and open space. It is the intention of the local planning authority that open spaces and recreational facilities be provided within a convenient distance of all places of residence. Where private or public open spaces or recreational activities are of high amenity value they should be protected from abuse and vandalism and only uses consistent with their preservation will be considered in these areas. This includes development of recreational and cultural buildings, with the necessary car parking facilities. Unrelated uses such as shops and houses will not be supported on these lands.

POLICY GD5

The local planning authority will ensure that existing recreational open spaces are protected and enhanced in all developments and that only facilities necessary for their proper functioning and the preservation of the amenity and character of the area are allowed.

POLICY GD6

Existing playing fields and other public open spaces within established residential areas will be protected from incompatible development and the creation of new areas for active and passive recreation will be identified wherever possible.

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

POLICY GD7

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 irrespective of the circumstances.

FIFTH SCHEDULE, *contd.*

The level of awareness and concern for the disabled has increased over recent years. In accordance with the principle of increasing this general level of awareness, the local planning authority will use the design criteria set out in the Development and Investment Manual Volume 1, Section 1, Planning and Development – Chapter 2 and the National Building Code as a reference in dealing with developments to which the disabled have access. For related policies see Policy GD54 and GD55 under the Design of New Development (These policies apply to local planning area as well).

POLICY GD8 In increasing its general level of awareness for the disabled the local planning authority will use the relevant sections of the Development and Investment Manual and the National Building Code as guidelines in assessing public developments accessible by them and all developments should be designed accordingly.

The conservation and preservation of buildings, structures and sites of historical, architectural and archaeological importance is of keen interest to the local planning authority. The list in Appendix 3 provides information on the buildings involved in this process. In conjunction with the Jamaica National Heritage Trust and the owners and occupiers of the building, preservation and conservation of noteworthy features and architectural detailing of structures and the continuity and character of buildings will be preserved.

POLICY GD9 Buildings of architectural and historic importance and their features will be preserved and conserved both in the long and short term and the local planning authority will seek the cooperation of the owners and occupiers in this regard.

POLICY GD10 In considering applications for development on or within 91 meters of sites of archaeological significance the local planning authority will refer them to the Jamaica National Heritage Trust for comments and advice.

It is important that water and its sources be protected as the presence and purity of this commodity is an essential part of life. Precautionary measures should be taken against abstraction and pollution of underground sources and pollution of surface waters as this can make these supplies unsuitable for human consumption. It is also important that coastal waters, rivers, ponds and other bodies of water be protected as they provide a wide range of other uses.

POLICY GD11 Development proposals that may impact on water sources will only be permitted where it can be demonstrated that they would not pose a significant risk to the quality or quantity of such controlled sources.

FIFTH SCHEDULE, *contd.*

POLICY GD12 Initiations that will lead to improvements in the quality of surface waters will be approved where satisfactory ecological and visual safeguards have been instituted.

Due to the geological structure of the Order Area, the local planning authority have to ensure that developments are not exposed to significant risks from land instability. Developers will therefore need to satisfy the authorities that the sites they intend to develop in certain locations is stable or if unstable that this can be overcome before planning permission is granted. Permission will not be granted in situations where expensive engineering works will have to be undertaken which will have cost implications for the local authority or any other government agency.

POLICY GD13 Development proposals will not be supported which would create, affect or may be affected by stable or potentially unstable land and would be a significant risk to life, health, property or natural heritage unless the planning authority is satisfied that the land can be made capable of adequately supporting the development. (See also Policy SP H25 and SP H26)

There are many activities which are important to the residents of the Development Order Area but at the same time can be an irritant and have a detrimental effect on the environment. As such these activities are not appropriate in residential areas and town centres. These uses are known as bad neighbour uses or backyard industries and involve activities such as the dismantling, repair and spraying of motor vehicles and the storing and processing of minerals and building materials. They usually have a high level of outdoor activities and should be accommodated on special sites such as those for heavy industry away from residential areas. The local planning authority will identify areas in acceptable locations where these activities can be concentrated, screened and landscaped to minimize their impact.

POLICY GD14 New bad neighbour developments or the extension or intensification of existing activities or use outside of their designated area will not be permitted.

POLICY GD15 Bad neighbour uses will be confined to the area designated for that purpose except it can be shown that the proposal cannot be satisfactorily accommodated on the sites available for that purpose.

There are issues with access to potable piped water throughout the Order Area especially in southern St. Ann. The increase in population growth and developments has resulted in infrastructure being under pressure coupled with seasonal droughts associated with the impacts of climate change. It is therefore necessary that catchment tanks are provided for the storage and use of water where appropriate.

FIFTH SCHEDULE, *contd.*

POLICY GD16 Developments taking place in the Order Area where processed piped water is not available should make provisions for the collection of rain water to fill their needs and those where piped water is available should use rain water as a back-up system.

Industrial and commercial uses are being encouraged to substitute potable with non-potable water whenever this is possible. Rainfall harvesting which is a traditional practice in Jamaica is being recommended in both situations. Other methods such as recycling should be taken into consideration.

POLICY GD17 The siting, design and operation of permanent harvested water system shall be in accordance with applicable standards and guidelines and shall be constructed to the satisfaction of the local planning authority.

There are several communities that are prone to flooding due to their location on flood plains or in proximity to lakes and ponds. Flood plains perform an important function in the control of flooding on lands adjacent to rivers, streams and the coastline. Development of these lands should be properly managed and controlled to reduce flood impacts. New development on lands previously not developed or extensions to existing development will also increase run-off in an area thereby increasing the risk of flooding. These situations will be taken into consideration in the processing of development applications.

POLICY GD18 There will be a general presumption against new developments or the intensification of existing ones in areas which are at risk from flooding, unless it can be demonstrated that this will not occur either on site or elsewhere.

The adverse effects of pollution need to be considered in dealing with planning applications as it can cause significant damage to human health and the environment. It is important that developments that would result in high noise levels and other forms of pollution be located away from residential and other sensitive areas. Incompatible land uses and development should also avoid locating close to sources of potential pollution.

POLICY GD19 Development proposal which would cause or result in significant harm to health, local amenity, natural heritage, the historic environment or character of the landscape because of significant levels of air, noise, or light pollution will not be supported.

Proposals for housing and other developments in proximity to high tension and other overhead electricity lines will be considered taking into consideration the

FIFTH SCHEDULE, *contd.*

effects of the cables and towers on future residents or occupants. In some instances, buffer zones may be required to minimise the adverse impact of structures.

POLICY GD20 In dealing with applications for development proposals close to overhead power lines account will be taken of the effect of the light poles, transmission towers and cable in the vicinity of the site on the amenity of occupiers of the proposed development.

Water based activities such as surfing, sailing and rafting are increasing, and the local planning authority supports and encourages such non-motorised activities as long as they are carried out without detracting from the designated areas. In most instances these activities need a land base from which to operate.

POLICY GD21 Lands base for proposals for water-based recreation facilities along rivers, waterways and the coast will be permitted where there is no adverse effect on nature conservation or visual amenity interest on the waterway, beach, foreshore or inshore activities.

Hotels and Guest Houses can normally be accommodated in areas zoned for residential purposes in the local planning areas provided their 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 as the resort area is saturated with high end accommodation.

POLICY GD22 In the built-up areas and in the residential areas of local planning areas permission will normally be given for hotels and other serviced accommodation provided they are consistent with other policies of the order. The loss of tourist accommodation will not normally be permitted. (See also Policy SP H17 and Policy UE18)

Professionals such as doctors and dentists are usually located in proximity to their support population. Such practice will normally occupy residential dwellings resulting in the loss of residential accommodations. However, where such conversions are contemplated, and they are not a part of the doctor's residence, planning permission is required and should conform to the vehicle parking requirements in Appendix 8.

POLICY GD23 The local planning authority will support proposals for the use of buildings as medical and dental facilities in appropriate locations and premises in residential developments consistent with other policies of this Order. (See also Policy SP H17 and Policy SP UE18)

FIFTH SCHEDULE, *contd.*

THE DESIGN OF NEW DEVELOPMENTS

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

POLICY GD24 New developments will only be approved by the local planning authority where the necessary infrastructure and amenities are available and where they conform to the policies requirements and guidelines for such developments as set out in this Development Order.

POLICY GD25 Planning permission will not be granted for any development which would have a significant or adverse effect upon amenity and privacy of adjoining properties.

POLICY GD26 All single family detached residential buildings will be required to set back a minimum from side property boundaries or adjoining buildings to the farthest projection of the building at ground level plus setback per floor for building in excess of one storey to allow for side and rear yards as indicated in Appendix 21.

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

POLICY GD27 A landscaping proposal plan is expected to accompany the submission of an application to the local planning authority for resort, townhouse and apartment developments and no operations should take place on the site before permission is received for the application.

POLICY GD28 New developments will be expected to conserve any wildlife features that exist on the site and create appropriate wild life habitats and sanctuaries where possible.

FIFTH SCHEDULE, *contd.*

Trees are important to the visual quality and amenity of built-up areas and is a resource that needs to be protected for posterity. The local planning authority will discourage development which requires the large-scale removal of trees. In commercial or other similar developments where it may not be possible to retain trees during the construction period their replacement will be required in the form of new landscaping with varieties adaptable to the environment.

POLICY GD29 The local planning authority will not grant permission for developments which are likely to result in damage to or the loss of trees which makes a significant contribution to character and appearance of an area except in extraordinary circumstances in which case the site would have to be landscaped to their satisfaction.

Although the subdivision of land is mostly dealt with under the Local Improvements Act of 1914, the Second Schedule of the Town and Country Planning Act 1958 lists it as one of the activities to be dealt with under the Development Order. Subdivision is defined in the Citation and General Description of this Order and lands can be subdivided for a variety of purposes including residential, commercial, office and industrial purposes. The type of subdivision will depend to a large extent on the land use zoning and the use to which it is to be put. The subdivision of land is development and is required in most situations where building activities, the land is to be leased or let are taking place and the title will be needed.

POLICY GD30 Where any land within this Order Area is to be subdivided into allotments for the purpose of sale or building purposes a scheme plan showing the proposed subdivision is to be prepared and submitted to the local planning authority for approval.

POLICY GD31 Where a scheme plan (subdivision) is to be submitted to the local planning authority for approval the layout and other details should be in accordance with Appendix 12 and 13 of this Order.

In subdividing land, a variety of street design such as grid, modified grid, curve linear, cul-de-sacs, loops and P- loops and a variety of housing types and design along with the necessary open space will be encouraged. All proposals should take the physical characteristics of the site, including trees and clusters of trees, and other forms of vegetation and structures and sites of architectural, historical or archaeological interest respectively into consideration. Consideration should also be given to the nature and character of adjoining development and the type of services which will be supplied by the developer. The convenience, amenity and safety of the community are to be of paramount consideration.

FIFTH SCHEDULE, *contd.*

POLICY GD32 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 subdivision of contiguous properties through the continuation of roads into lands which have not yet been sub divided in order to integrate utility and public services and other activities.

POLICY GD33 In granting permission for the development of land due consideration will be given to the standards of amenity already established in the area and any departure to provisions which is lower will be permitted only on the merits of the case.

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 had for the pace of development and the number of undeveloped lots in the general area and their rate of absorption. This will be necessary to ensure that development is promoted, and the subdivision is not premature.

POLICY GD34 The local panning 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 new buildings to be constructed.

POLICY GD35 Subdivisions in local planning areas in excess of 100 lots or in the rural areas in excess of 50 lots will not be considered unless the developer can satisfy the planning authority that such development is not premature in terms of local demand and that all required utility services can be provided without making demands on the relevant government agency.

POLICY GD36 Plot coverage and other requirements for developments should be in accordance with the requirements in Figure 1 of this Order and the density zoning for the area.

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

POLICY GD37 Development which is likely to have significant effect on the environment by virtue of its nature, size and location may require an Environmental Impact Assessment when being processed.

FIFTH SCHEDULE, *contd.*

As industry and commerce grows, population growth is expected in urban district centres. The new settlement pattern should be based upon development or redevelopment and expansion of these communities, rather than the opening up of new areas, and should be established in accordance with the guidelines and policies indicated in this Order.

POLICY GD38 The planning authority will support infill and redevelopment and expansion of existing communities and will ensure that in doing so all relevant planning standards are adhered to.

POLICY GD39 The subdivision of land will be guided by the relevant Housing Policies and the other guidelines and requirement in Appendices 13 and 14 of this Order.

Before granting planning permission for new housing development either in the form of a subdivision or a scheme the local planning authority has to be satisfied that sufficient open space and other residential facilities and amenities will be provided on the site or in association with other adjacent developments. In doing so consideration will be given to recreational space existing such as school ground accessible to the neighbourhood, small areas of amenity open space and open areas of general amenity value.

POLICY GD40 New residential development will be required to make appropriate provision for public open space and recreational areas in accordance with the standards outlined in Appendix 12 and arrangements made by the developer with the local authority or residents for long term maintenance.

POLICY GD41 The local planning authority will not allow lots that have been reserved as open space or amenity areas to be used for other purpose unless that purpose is for other recreational activities, or they are not required to meet the long-term demand for recreational use due to availability of other facilities in other areas of the development.

POLICY GD42 The land required to be set aside to meet community needs in residential subdivision should not be pieces left as unsuitable for housing development but land of appropriate dimensions, shape, slope and location in accordance with the requirements set out in Appendix 11 of this Order.

FIFTH SCHEDULE, *contd.*

POLICY GD43 In reserving land for open space in subdivisions 100 lots and over the local planning authority will give consideration to the provision of larger parcels 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.

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

POLICY GD44 Site development standards including density, plot coverage and other requirements will be used in accordance with Appendix 11 to guide the types of development that can take place within an area.

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

POLICY GD45 All road networks in new development are 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.

All housing development and subdivision of land requires that adequate space be not only reserved for certain basic social amenities such as open space but be developed and or constructed simultaneously with the housing units by the developer. This is especially so in new developments inside and outside of Local Planning Areas where the schemes are not located near to existing facilities as residents could experience great hardships in accessing necessary social facilities. In addition to the open space requirements set out in Appendix 11 there are other facilities that are required by the community which are expected to be provided by the developer. A list of the standard requirements for these community facilities are

FIFTH SCHEDULE, *contd.*

indicated in Appendix 21. The site for all amenities should be easily accessible by the community and should not only be reserved but the development undertaken or caused to be undertaken by the developer. This is to be done on a timely basis so that they are available to the residents upon occupation of the development.

POLICY GD46 Where new housing developments are being undertaken on green field sites the developer will be required to build or caused to be built the amenities and facilities set out in Appendix 11 and Appendix 21 of this Order.

Usually, commercial development and to a limited extent office use takes place within recognized shopping areas. It is generally convenient for both shoppers and traders in this way and the land use proposal maps reflect areas for such uses. Planning control aims to steer new shops to these areas having regard to the shopping needs of the population. In large developments however, shops will be needed single, as part of a residential unit or as shopping centres to serve neighbourhood needs. Irrespective of the type and size of the facility they will require careful location and planning in relation to other developments.

POLICY GD46 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.

POLICY GD47 The local planning authority will ensure that the facilities to be provided conform with the requirements set out in the Appendices that they are available upon occupancy of the scheme by residents and will grant no further approval for such development until there is compliance.

POLICY GD48 Proposals for the development of the required facilities should take into account

- (a) the need to be accessible to all sections of the community;
- (b) the effect of the local environment: and that;
- (c) the local centres will remain the focus of shopping, commerce, cultural and social activity.

Where areas are zoned as white areas within the local planning areas or outside of built-up areas, it is intended that in the future they could accommodate residential and other supporting developments. The relevant Sectoral Policies and the General Development Policies of this Order will be applicable to any such development proposal which will be determined on their merits taking into account material

FIFTH SCHEDULE, *contd.*

consideration, the underlying policies in the Order, the necessary conditions of approval and the land use proposal map. However, such lands should be kept in their existing use until required for development which would then be dependent upon the required services and amenities being available.

POLICY GD49 Planning permission for new housing developments and existing facilities may be granted in areas zoned as white areas in an outside of built-up sections of local planning areas where there is a certified need if satisfactory provision has been made for access to appropriate facilities and services required to meet the needs of such development. If existing facilities and services cannot satisfy the additional needs or if this additional use would give rise to problems for the local community a new housing development may be required to make additional provision in association with what exists in others.

POLICY GD50 Planning permission for the development of land may be granted with the necessary conditions for buildings which are not located in a Local Planning Area and for which there is no policy in this Order once the proposal does not prejudice other policies or aspects of the Development Order such as, the character of the surroundings and the prevention of other development etcetera.

Churches and other places of worship play an important role in the life of a community as they do not only provide a meeting place for some residents but serve as social facilities as well. Their ancillary buildings and halls provide facilities for basic schools, youth groups, clinics *etc.* A site for a church which should include the above facilities is to be reserved in all new developments or settlements for sale to any interested religious group. The size of the church will be relative to the size of the lot as the design of the building will have to take into consideration access, parking and impact of proposals on neighbouring property.

POLICY GD51 Lands will be reserved in new subdivisions or settlements for the construction of buildings for religious worship and associated religious and community uses.

Usually, commercial development and to a limited extent office use takes place within recognized shopping areas. It is generally convenient for both shoppers and traders in this way and the land use proposal maps reflect areas for such uses. Planning control aims to steer new shops to these areas having regard to the

FIFTH SCHEDULE, *contd.*

shopping needs of the population. In large developments however, shops will be required as part of a residential unit or as shopping centres to serve neighbourhood needs. Irrespective of the type and size of the facility they will require careful location and planning in relation to other developments.

POLICY GD52 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.

Where commercial and office buildings are free standing, they should conform to the highest design standards, be integrated with and complementary to the street scape and the area in which they will be located. Information on Industrial, Institutional and other activities not indicated here can be had from the Development and Investment Manual, Volume 1, Section 1, Planning and Development Chapter 2.

POLICY GD53 Free standing buildings must respect the scale and proportion of the streetscape by maintaining the existing or approved pattern of development along the street and where designed as a part of a residential building should maintain the character of the host building.

POLICY GD54 Where the building is to be located in an established commercial or town centre it may be located hard on the property boundaries or onto adjacent buildings and if necessary, include a canopy to protect pedestrians from sun and rain.

POLICY GD55 In situations where the proposal adjoins a residential development then it should be setback at least three metres (3m) from the property boundary of such developments and be located such that the required parking may be provided on the site satisfactorily.

POLICY GD56 The height of the building will depend on the nature and size of the activity but for general commercial in business centres should not exceed two (2) floors with a plot ratio of one and plot coverage of 50 per cent. In other areas the height should be one storey with a floor area ratio of 0.5 and lot coverage of 50 per cent.

The Land Use Proposal Maps have areas allocated for office use. However, where these have not been indicated the use will normally be encouraged in or adjacent to commercial areas. Some office use may be allowed in fringe areas but may have to incorporate activities such as apartment and town houses and where

FIFTH SCHEDULE, *contd.*

near to residential buildings will be assessed in terms of impact on the visual and residential amenities of adjoining properties.

POLICY GD57 The height of office building in areas zoned for the purpose will be determined by the floor area ratio, ground cover and setbacks but will not exceed a maximum of ten (10) storeys in business centres, four (4) storeys in other areas.

POLICY GD58 Office buildings in residential areas should not be located in front of established building lines or one which may be determined. They should be a minimum of six (6) metres from the front property boundary; side yards should be a minimum of 3 metres or 15 per cent of the width of the lot.

POLICY GD59 New office development will not be allowed to exceed a plot ratio of 3.0 in business centres and 1.0 in other areas or as indicated in the policy guidelines for the area. The maximum plot coverage should be 100 per cent and the minimum green space within the plot area 20 per cent for buildings in business centres and for those outside 50 per cent plot coverage and a minimum green space of 33.33 per cent. (See also Figure 1).

Artwork in public areas can raise the interest and quality of the area and along with good design fosters a sense of place and local identity. Features such as mural, tiling and paved design close to or within key development sites can enhance their character. Not only the city centre should be considered for this treatment but hotels and specifically identified areas in new and old neighbourhoods. Individuals or groups interested in such activity should work with the local authority to ensure proper maintenance of the art work and the area.

POLICY GD60 The provision of public works of art or other decorative features that will enhance the identity and interest of public areas or refurbishment schemes will be supported.

Repair garages will be encouraged in areas where the land use is identified for industrial purposes and at existing petrol stations where such activity can be accommodated. They should also conform to the policy and the guidelines provided in the Development and Investment Manual- Volume 1 Section 1- Planning and Development- Chapter 2 which will be used in the assessment process. See also Policy SP UE7.

POLICY GD61 Repair garages should be compatible with adjacent and surrounding uses for the protection of the health, safety

FIFTH SCHEDULE, *contd.*

and the general welfare of the residents of the area in which they may be located and the workers themselves.

Parking is an integral part of the overall Transport Policy, and the requirements, standards and design criteria set out in Appendix 8 for all categories of buildings is to ensure that an adequate amount is provided for each development. The spaces should be located within the building line on the premises that it is intended to serve in such a manner that it will not be injurious to the amenities of adjoining premises. They should be landscaped, especially in commercial areas as shown in Figure 5. The bays should be in practical shapes that allow for the manoeuvring of vehicles.

POLICY GD62 The provision of off-street car parking spaces will be in accordance with the requirements indicated in Appendix 8 to ensure it is adequate. The standards of parking bays shall be as provided in guidelines in Appendix 9 and Figure 4 and 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 classical architectural features adapted to the needs of the business place. In the case of modern shop fronts the design should be creative and innovative, enhancing the buildings and their location. They should not obscure or damage the existing architectural features nor detract from the property. New shops should be adjacent to those already existing rather than being isolated.

POLICY GD63 The local planning authority will ensure that the provision of shop fronts is of high standard of design and appearance and relate to the architectural characteristics of the area or buildings of which they form a part.

POLICY GD64 Wherever possible new shops should be located adjacent to those already existing so that they can provide greater convenience to customers rather than being isolated.

POLICY GD65 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 may be located adjacent to residential buildings or have residential facilities located on their top floor. Depending on the situation the

FIFTH SCHEDULE, *contd.*

commercial building should reflect the nature and character of a residential unit although in all situations the commercial entity should be identifiable.

POLICY GD66 Where shops are designed as part of or attached to a residential building or vice versa they should maintain the character of the host building which while being identifiable should not be overbearing.

It is the intention of the local planning authority to seek to maximise the provision of residential accommodation above commercial buildings within some urban centres of the Order Area where such facilities are available to make more efficient use of building and to improve the viability and vitality of such shopping areas.

POLICY GD67 The conversion of vacant or underused floor space above commercial properties in commercial areas to residential use will be encouraged where the design is satisfactory the nearby uses are compatible and there is appropriate pedestrian access and parking facilities. (See also Policy SP H18 and H19).

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 completed developed subdivision. Buildings should be closely related to its surroundings and should be such that it enhances the appearance and character of the area. The density should be such that it protects the surrounding amenities as well as that of the new development.

POLICY GD68 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, scale and design of the new development should normally be in keeping with the existing development and have regard to the form and materials of adjoining buildings.

Developments which infringe on local views enjoyed by the public and others will in dealing with applications should not be accepted by the local planning authority depending on the situation (siting and location). The design of such buildings should always take into consideration the surrounding areas and have regard to the amenities being enjoyed by others.

POLICY GD69 The local planning authority will not normally grant permission for any development which will have a detrimental effect on views or other similar amenities being enjoyed by occupiers of buildings or others whether or not they are located in close proximity.

FIFTH SCHEDULE, *contd.*

All new developments are to be of a high standard of design and appropriate in its context, and should be easily accessible by the disabled and those with special needs such as the elderly, pregnant mothers and people with young children, so that members of particular sections of the community are not disadvantaged. Planting and landscaping should be regarded as an integral part of such developments with space provided for large indigenous tree species where necessary. The amenities provided should be such that they can be made use of without any hindrance by both normal and disabled persons (See GD 72).

POLICY GD70 The design of new buildings and other areas to which the general public have access will be required to make adequate provisions for the disabled and persons with special needs (See also Appendix 8).

POLICY GD71 All proposals for development are required to be of a high standard of design, have a satisfactory means of access, adequate car parking and provide a high standard of landscaping where appropriate and avoid conflict with adjoining uses.

The design of approaches to building is very important as a poorly designed and maintained pavement for example can be very hazardous to everyone especially the disabled. Street furniture and the location of light poles are hazardous for the blind if not consistently positioned. Road crossings with dropped kerbs and tactile surfaces will be safer for both the blind and those in wheel chair. The local planning authority will endeavour to seek improvements in this regard (See also Policy GD 8 and GD 70).

POLICY GD72 In determining planning applications the local planning authority will seek to ensure that the design of external areas meet the needs of those with disabilities and are taken into consideration such as

- (a) the choice and positioning of street furniture
- (b) The design of crossing facilities
- (c) the design and layout of pedestrian area
- (d) signage

There are certain establishments which are required to provide sanitary facilities for their patrons. Such requirements will be in addition to that provided for employees. The facilities should be maintained in a clean condition and be accessible by the public during business hours. The design should be such that they can accommodate the disabled. Where such facilities have not been provided the public should be given access to that provided for the staff.

FIFTH SCHEDULE, *contd.*

POLICY GD73 All new shopping centres, hotels and other businesses used by the general public should have public sanitary conveniences for both the able and disabled in accordance with the standards set out in the Development and Investment Manual, Volume 1, Section 1-Chapter 2. (See also Policy SP UE 15).

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

POLICY GD74 When considering proposals for new development and changes of use the local planning authority will take into consideration the need for public safety and the prevention of vandalism and crime.

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

POLICY GD75 In dealing with new applications for operational development or proposals for change of use the local planning authority will take into consideration the need of appropriate provisions for firefighting facilities to meet the requirements of the Fire Department.

Activities or sources which pollute the environment such as noise, smoke etc. will be assessed by the authorities when applications are being processed to ensure that they do not impact severely on individuals. The necessary consultation will be had with the required agencies in this regard.

POLICY GD76 When considering proposals for new development which involves the possibility of pollution or other forms of hazards the local planning authority will consider their location in relation to other developments.

Major roadways are a source of noise which will vary throughout the day although there are maximum levels which will be considered reasonable and bearable. These are usually achieved in new developments through design measures if they cannot be achieved through the normal method of building construction. However, if either method is acceptable in principle or sound reduction measures can provide a reasonable degree of amenity permission will be given due consideration.

FIFTH SCHEDULE, *contd.*

POLICY GD77 Proposals for dwellings, educational facilities, care institution, public buildings or offices located close to sources of transport related noise should be designed so that the maximum noise level does not exceed 50db for internal habitable rooms and 68 db for external recreation areas.

Some developments are particularly sensitive to noise such as residential, educational and care facilities (hospitals, old age home *et cetera*) and are of concern when planning applications are being considered. The presence of noise generating facilities may or may not affect any decisions made to use the site. Depending on the situation, measures to restrict noise will however, be imposed by the local planning authority when such applications are being dealt with.

POLICY GD78 Proposals for noise sensitive development in proximity to existing sources of noise, or for noise generating use of land close to existing noise sensitive development, will be considered taking into account the effects of existing or projected noise levels on the occupiers of the existing or proposed noise sensitive development (See also Policy GD71).

Adequate provision is to be made in all new developments for waste storage and collection. Inadequately or badly located storage facilities can affect the amenity of neighbouring property and sometimes result in health and safety problems. Such waste areas or facilities should be screened and made tamper proof to prevent access by flies and rodents.

POLICY GD79 All new developments will be required to make provision for the storage and collection of solid waste which should be stored in such a manner that it is not environmentally unfriendly.

Strategic gaps are intended to prevent the coalescence of existing local planning areas. By doing so this allows each to have individual and identifiable character which should be retained. Policies under Rural Areas will also apply to “Strategic Gaps”.

POLICY GD80 Strategic gaps will be maintained and only in compelling circumstances will development be permitted to take place within these areas or will the areas be removed.

“Rural Area Policies” are supposed to apply to areas outside of local planning area boundaries. However, within some of these areas are scattered settlements relating to agriculture giving the impression that the area is built-up. If a request is made for subdivision or the extension of building in these locations the proposal

FIFTH SCHEDULE, *contd.*

will have to be carefully considered as approval could set the precedence for other developments thereby destroying the character and appearance of the countryside.

POLICY GD81 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 scale and character 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 or developments that discharge large volumes of surface water, especially along major thoroughfares should ensure that surface water where possible is intercepted and disposed of before it reaches the roadway.

POLICY GD82 Developments are required to dispose of storm water run-off from roofs where possible on their own property or under the sidewalk. No permission will be given for such storm water run-off to be disposed of directly onto the surface of the side walk or on to the roadway where it will obstruct pedestrian and motor vehicles.

During the process of development residents can be disturbed by noise, smoke or dust emanating therefrom. It is the duty of the developers to ensure that this does not occur or at least minimally through the adaptation of preventative measures such as sprinkling *et cetera*. The local planning authority will use its powers to safeguard the interest of the residents in this situation. (See Policy GD20).

POLICY GD83 The local planning authority will require developers to adopt measures to safeguard the amenities of local residents where site development is taking place. All possible source of fugitive dust generation should be sprinkled and controlled to avoid dispersion to surrounding areas.

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

POLICY GD84 Mixed-use development of residential and commercial or institutional purposes may be allowed in areas zoned for commercial activities. The total amount of development shall not exceed that permitted for commercial development.

Wind power is a source of renewable energy which is getting very popular in Jamaica. The small wind turbines are relatively inconspicuous, have low noise level

FIFTH SCHEDULE, *contd.*

and are not injurious to the landscape. Where possibility exists that the noise from them will be disturbing to neighbours, they should be placed approximately five (5) times the tower between turbines and neighbouring buildings.

POLICY GD85 Small wind turbines will be given planning permission provided they have no serious adverse effect on adjacent properties or any preservation or listed building.

Solar power is a significant contributor to the energy needs of a number of Jamaican householders and because of its location the Order Area is no exception. The fixtures needed to collect the solar energy are often placed on roofs and are of minimal visual impact. Their impact on heritage buildings will however be carefully controlled.

POLICY GD86 Where planning permission is required for proposals to install solar panels, applications will be considered taking into account the visual effect of the structures proposed and the need to protect the amenities of adjacent owners and the environment.

Any uncontrolled development on steep hillsides is a potential hazard as it increases the area of susceptibility of slope failure, erosion and drainage problems. In an effort to protect the stability of these environmentally sensitive areas, control has been exercised over development proposals to prevent the removal of trees and the construction of hard paving that contributes to excess runoff. The Order Area has several such sensitive areas and care will be taken to ensure that development is not allowed in high-risk locations. (See also Policy SP H25 and H26 and Appendix 20)

POLICY GD87 In hilly areas development shall be in accordance with the hillside development guidelines indicated in Appendix 20 and any others which may be developed from time to time. In these areas, density may, in relation to the physical conditions existing in the area be reduced by the planning authority.

POLICY GD88 Where development proposals are being contemplated in potentially hazardous areas the local planning authority will require the submission of technical documents such as an engineer's report for consideration.

POLICY GD89 Housing development will not normally be allowed on lands subject to erosion, slippage, subsidence, flooding or other natural hazards or which involve costly extra ordinary precautions to safeguard. In specific areas "Restricted Development Zones" may be demarcated on

FIFTH SCHEDULE, *contd.*

the land use proposal maps in which no development will be allowed.

It is not always possible to identify in advance the development needs of statutory undertakers as this can be the result of a development or from general growth. When requirements can be identified, especially in local planning areas, provision can be made for them, however, where needs have not been identified allowance will have to be made for them.

POLICY GD90

The local planning authority will support proposal for the development, or redevelopment of identified sites or the change of use of existing premises to enable public utilities, emergency services and statutory undertakings to provide for the growing or changing needs of the local planning areas and the general community where necessary for services if:

- (a) they are appropriately located in the catchment area they are intended to serve and
- (b) there is no significant adverse effect upon the amenity, environment or character of the surrounding area.

NEW SETTLEMENTS

Although areas have been identified for growth in the Settlement Strategy there are times when there is a need for existing settlements or villages to expand to allow people who so desire to remain in that area. In such situations consideration could be given to the proposal. However, in establishing such settlements care will be taken to ensure that these proposals are in accordance with the policies indicated in this Order and that the unique qualities of the environment are not threatened by future development pressure in anyway which would degrade it.

POLICY GD91

The local planning authority will give due consideration to the establishment of new settlements where these are being established to fill special needs such as to allow residents to remain in the area and such developments will not in any way destroy the unique qualities of the environment.

POLICY GD92

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

New Settlements should not be dependent on existing Parish Council's roads (Municipal Corporation) for direct access to buildings but should have their own

FIFTH SCHEDULE, *contd.*

independent service road system. These should be connected to other roads in the hierarchical system to provide access to outside linkages (see Appendix 6).

POLICY GD93 All new settlements should be served by its own system of roadways with access onto a main thoroughfare through which transportation links can be made with other areas of the parish.

Generally, it is expected that roads and amenities in new settlements will conform to the requirements and guidelines set out in this Order. This is important to ensure that proper development standards are met so that the residents enjoy a healthy living environment.

POLICY GD94 The subdivision of lands for new settlements will be guided by the relevant General Development and Housing Policies, and the guidelines and requirements in the Appendices and the other relevant policies of this Order especially those under New Development.

Cemetery

Most of the local planning areas in St. Ann have public cemeteries. Where these do not exist, the local authority should be encouraged to provide them. This is essential as the local planning authority will not normally support family plot burials on residential lots. The situation in each local planning area and policies relating to them where necessary are located under the heading of Social Amenities in the Sectoral Policies.

POLICY GD95 The planning authority will assist the local planning authority to identify suitable lands for the establishment of public cemeteries as the need arises in the local planning area.

POLICY GD96 The local planning authority will support the use of crematorium or other alternative forms as an alternative form of burial.

COASTAL DEVELOPMENT

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

FIFTH SCHEDULE, *contd.*

St. Ann lies between White River to the east and Rio Bueno River to the west and extends inland for approximately 1 mile from the high-water mark. Approximately eighty percent (80%) of the coastal areas within the Development Order Area is developed as the major urban centres of St. Ann's Bay, Ocho Rios, Runaway Bay and Discovery Bay are located along the coast. 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.

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 which have increased in recent years due to climate change. The coastal area of St. Ann can be classified into three distinct categories.

(1) Undeveloped Coast

These 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 is in close proximity to a service centre or adequate services.
-------------	--

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 planning/permission will not be given if considered to be detrimental to the character of the area in which they are to be located. Any 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

FIFTH SCHEDULE, *contd.*

heritage will be promoted and opportunities for its enjoyment will be identified. Regard will be paid to the visual and physical impact of coastal development, particularly from a scientific and recreational point of view on the undeveloped coast. Where development is approved, conditions will be imposed to minimize any adverse impact on the environment.

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.

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.

It is important that the public be able to traverse the beach and its facilities unimpeded. In this regard guidelines have been provided for the setback of development from the high-water mark to ensure that such setbacks exist and can be used without molestation. 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 wildlife present.

POLICY UC 7 The 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.

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 8 Development should be as unobtrusive as possible and shall not exceed a density of fifty habitable rooms per

FIFTH SCHEDULE, *contd.*

hectare (50 h.r.h.) on the landward side, and twenty-five habitable rooms per hectare (25 h.r.h) on the seaward side outside of the local planning areas.

POLICY UC 9 Developments such as hotels, apartments and villas should not exceed an overall density of thirty habitable rooms per hectare (30 h.r.h) (12 h.r.a) with densities on the seaward side not being more than twenty-five habitable room per hectare (25 h.r.h).

POLICY UC 10 The heights of buildings in this area should not exceed three floors and be set back from road and sea in accordance with the relevant policies.

POLICYUC 11 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.

Areas characterized by un-spoilt views should be retained as much as possible as they are of particular beauty and interest and in its present state for the continued enjoyment of its natural attributes by the general public.

POLICY UC 12 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 undeveloped coast where climate change implications are not considered.

POLICY UC 13 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 Dunn's River Falls area are heavily vegetated and carries a scenic view. 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 all new developments should be connected to a central sewage system. Setbacks from the Coastline should be in accordance with Figure 4.

POLICY UC 14 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.

FIFTH SCHEDULE, *contd.*

- | | |
|--------------|---|
| POLICY UC 15 | 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 16 | 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 17 | 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 18 | 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 19 | <p>There will be a general presumption against new industrial development along the undeveloped coast unless it can be demonstrated:</p> <ul style="list-style-type: none"> (i) through robust reasoned justification, that no other suitable site exists elsewhere along the developed coast or within existing settlements;
or (ii) that the social and economic benefits of the proposed development outweigh the potential detrimental impact on the undeveloped coastal environment. |
|--------------|---|

FIFTH SCHEDULE, *contd.*

POLICY UC 20 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 21 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.

POLICYUC 22 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.

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

POLICY UC 23 Only those forms of development which will not result in any significant alteration to the existing topography or any reduction in significant stands of vegetation will be permitted.

POLICY UC 24 No development will be allowed in these wooded areas which would adversely affect the homogeneity or integrity of these areas.

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

POLICY UC 25 Permission for hotel or resort development will only be given where the proposal involves the construction of worker housing in Phase 1 of the project.

FIFTH SCHEDULE, *contd.*

POLICY UC 26 Development proposals should be accompanied by a comprehensive landscape plan which shows the location, species and size of all major vegetation to be removed, retained or planted.

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

POLICY UC 27 Development proposals for the establishment of industries such as aqua-culture which will not impact adversely on the coast will be supported.

(ii) 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 DC1 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.

POLICY DC2 Densities on vacant lots along the seaward side for residential, apartments and resort development shall be in accordance with the density prescribed for the general area identified on the Density Zoning Map in Figure 1. The maximum permissible floor area ratio, plot coverage, height and minimum green spaces will be guided and in keeping with Figure 1. Developments may be considered once the required planning and environmental guidelines

FIFTH SCHEDULE, *contd.*

can be met to the satisfaction of the planning authority and will be considered on their own merit.

POLICY DC3 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 have to be removed should be replanted in a suitable location.

POLICY DC4 The planning authority will not approve the erection of any permanent structure, fences, or obstructions within 45.75 metres of the high-water mark.

(iii) 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 where a service is being provided to the resort and hotel facilities and are included in the development.

POLICY CD1 The setback of buildings from side property boundaries shall be determined by height and density and shall not be less than 4.6 metres for single storey building.

POLICY CD2 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 CD3 The local planning authority will not grant permission for any development on land adjacent to the line of high-water mark which would preclude general public access to and along the foreshore.

POLICY CD4 Buildings and structures shall be located in such a way that any adverse effect on the general character of the existing coastline is avoidable.

FIFTH SCHEDULE, *contd.*

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 so as to avoid significant alteration to stands of vegetation.

POLICY CD5 Development proposals on the seaward side 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 CD6 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 CD7 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 most sensitive areas along the coast. The planning authorities may declare the areas (water bodies) where careful monitoring of the adjoining land uses is necessary to maintain acceptable water quality standards, especially water bodies used for recreational purposes.

POLICY CD8 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.

The coastal habitat includes coral reefs, seagrass beds and mangroves. The area is also an important nesting ground for birds, habitat for fish and nesting areas for turtles. The fringing reefs located along the coastline, break waves and prevent coastal erosion. These areas should therefore be preserved in order to protect both the coastal areas as well as species.

POLICY CD9 New developments or extensions which will adversely affect the coastline or destroy the nesting ground and forage of turtles and other wildlife will not be allowed.

POLICY CD10 Planning permission will not be granted for developments which will cause destruction of mangroves which protect the areas' coastline, and which are also a habitat for a wide variety of species.

FIFTH SCHEDULE, *contd.*

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

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

POLICY CD11 Development will be resisted if it would lead to the loss of significant areas of coastal vegetation, particularly if the vegetation plays an important role in stabilizing the beach.

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

POLICY CD12 Proposals for boat moorings, areas for boat parking on land and associated facilities will normally be permitted as long as there will be no serious adverse impact on the environment.

POLICY CD13 Proposals for the creation of marinas and jetties will be given favourable consideration provided that the scale and design is appropriate to their onshore location and add to the recreational amenities for the public.

Islands, Cays and Shoals

There are a number of offshore (coral) as well as a diverse coastal fringe. In addition to functioning as recreational and artisanal fishing areas, they are also very important habitats for migratory species and also rare and endemic species such as the Hawksbill turtle (*Eretmochelys imbricate*).

POLICY CD14 In developing Cays for recreational activities, the local planning authority will give consideration to the erection of structures of a temporary nature only and the provision of facilities that will not negatively impact on the local environment. The recreational use of Cays will be restricted during the turtle nesting period of June to November.

FIFTH SCHEDULE, *contd.*

- POLICY CD15 Tourism projects based on low impact cultural heritage and eco-tourism may be permitted provided that there is conformity to the prescribed environmental and planning standards guidelines and that there are no deleterious effects on flora, fauna or the marine environment.

OVERWATER STRUCTURE DEVELOPMENT

Under the Town and Country Planning Act the definition of development which planning is, all about does not include water but land only. However, in planning practice the floor of the sea is regarded as land and any development that is anchored in it would therefore fall under development. In situations where the policies are land based in order to service surface water development there would be regarded as valid as in this case.

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 development/ projects 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 flexible, are intended to ensure that planning takes place in a sustainable and harmonious manner, and that marine resources are protected from construction and operation-related activities.

- POLICY SP OWS1 The developer of any overwater structure must obtain the necessary license and permit from the Natural Resources Conservation Authority (NRCA) and the required planning approval from the planning authorities before proceeding with the development.
- POLICY SP OWS2 The development of overwater structures will not be supported in the following areas save and except where an EIA or other relevant technical study demonstrates, using the precautionary principle, that the proposed development will not have an adverse and irreversible impact on the natural environment:
- (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;

FIFTH SCHEDULE, *contd.*

- (g) Areas within 30m of mangroves and riparian forest;
 - (h) Exposed and high energy coast line;
 - (i) Within 30m of underwater infrastructure e.g. cables and pipelines;
 - (j) Proposed development areas with 30% or more of sea grass coverage.
- POLICY SP OWS3 The location of an overwater structure must not conflict with zoning objectives, Conservation Management Plans, or other management measures within a zoned area.
- POLICY SP OWS4 All potential developments will require an Environmental Impact Assessment (EIA). The Terms of Reference of the EIA will address concerns specific to the development and must be approved by the Natural Resources Conservation Authority.
- POLICY SP OWS5 The design and outlay of the overwater structure must be such that it blends with the natural surroundings and maintain as much as possible a tropical look and should be of “Green Buildings” standard (Passive Climatic Design).
- POLICY SP OWS6 All developments on the seafront property will be required to leave as 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 percent 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 percent of the developer’s property.

RURAL AREA POLICIES

St. Ann topography contains unique environmental and landscape qualities consisting of hills and valleys especially that which dominates the southern section of the parish which should be protected. There are vast areas of pasturelands with great houses and redundant farm buildings which could be restored and/or converted to attractive facilities such as restaurants. There is an abundance of minerals such as bauxite and whiting which have to be protected in the national interest. Agriculture is predominant and is the main source of income for the rural dwellers. Irrespective of the growth centre policy there are areas in which residential

FIFTH SCHEDULE, *contd.*

development will be allowed because of its location. The northern section is also undulated with sections that are relatively flat along the coast. There is also a vast amount of pastureland with great houses that should be protected and restored as a form of attraction. Rural economic livelihoods within the parish are supported by mainly jobs in the agricultural, commercial and manufacturing sectors.

- | | |
|-------------|--|
| POLICY RAP1 | Proposals for development which involves the change of use of arable agricultural lands will only be permitted in exceptional circumstances. |
| POLICY RAP2 | Proposals involving land of moderate or poor quality will be permitted unless the cessation of agricultural use would prejudice the viability of local farms. |
| POLICY RAP3 | New housing development in rural area will be restricted to the existing built confines of the villages except in situations where it could be linked with other existing development. |

Proposals which would bring about the loss of agricultural land will not be supported unless it can be demonstrated that there is a particular need for the development and that there is no alternative site on a lower grade land available and that it would not result in the fragmentation of a farm holding threatening its continual viability.

- | | |
|-------------|---|
| POLICY RAP4 | Proposals which would cause a loss of agricultural land or reduce the potential of such land will not be supported unless it overrides agricultural considerations, and an alternative site is not available. |
| POLICY RAP5 | Lands which are highly suitable for agricultural purposes will be preserved for that use and quasi- agricultural subdivision of such land will not be entertained. |

The reuse of redundant farm buildings in rural areas can aid in the diversification of farm businesses that can contribute to the economic development of the parish. This however has to be balanced against the need to conserve the character of the rural area. There is also the need to ensure economic viability in the rural area to support farm businesses and maintain the viability of local services. Business uses, guest houses and other suitable holiday accommodations will be restricted to extensions and small-scale developments on existing sites such as redundant farm buildings.

- | | |
|-------------|---|
| POLICY RAP6 | Recreational, educational and tourist related businesses in rural areas will normally be acceptable within redundant farm buildings provided that the change of use would |
|-------------|---|

FIFTH SCHEDULE, *contd.*

conserve its character, appearance, fabric and setting and would not be detrimental to the character of the countryside.

POLICY RAP7 Extensions to existing buildings in the countryside to accommodate guest houses, bed and breakfast and self-catering accommodation will normally be acceptable provided that access is suitable, and the proposal can be implemented with no adverse effect on the character of the building and its locality.

POLICY RAP8 Development related to the agricultural industry, but not part of a farm business which will be intrusive in the countryside by reasons of scale and character will only be permitted if it can be shown that the site chosen is the best available and the design and landscape treatment are of a high standard.

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

POLICY RAP9 The planning authority will seek to protect agricultural lands especially in the rural areas and will not normally grant permission for development unrelated to the needs of agriculture and forestry in these areas.

To promote sustainable patterns of development and make better use of land the focus for additional housing units will be in the Local Planning Areas. Although a number of these centres have been identified in the parish, there are areas outside of them such as in some settlements where services and amenities are available and where housing developments are required to satisfy special local needs. In such situations the local planning authority will give due consideration to such applications. Where permission is granted, such developments should be in sympathy with those existing in the surrounding areas.

POLICY RAP 10 New housing development in rural areas to satisfy special needs will normally be restricted to the existing built confines of villages and settlements where amenities are available except in situations where it could be easily linked with other existing developments.

POLICY RAP 11 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,

FIFTH SCHEDULE, *contd.*

and the development will not conflict with any policies for the area.

POLICY RAP 12 All developments in rural areas should be well designed, be in keeping with its location, and be sensitive to the character of the country side and local distinctiveness.

Some uses do not rely on the quality of agricultural land and are not necessarily related to the efficient and effective operation of the agricultural holding. They will not be treated any differently from any other forms of development. This is especially so where they could lead to the division of a farm unit and jeopardize the remaining agricultural land.

POLICY RAP 13 Agricultural or horticultural development which are not dependent on the agricultural capability of land will only be permitted if there is no conflict with other country side resources and if it will not jeopardize the long-term availability of good quality agricultural land.

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

POLICY RAP 14 Development essential to agricultural production will normally be permitted in the rural area provided that there is no conflict with other countryside resource and no adverse impact on the appearance of the surrounding areas.

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

POLICY RAP 15 Agriculture dwellings will not be allowed in isolated areas except where it is necessary that a farm worker or the owner is to be accommodated on an economical viable farming unit.

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

FIFTH SCHEDULE, *contd.*

- POLICY RAP 16 Proposals for recreational development in rural areas will normally be permitted if it does not seriously impact the character and appearance of the surrounding area or conflict with agriculture and other important rural area interests including the amenity of nearby housing.
- POLICY RAP 17 Planning consideration will be given to applications for golf courses and other uses that will require large land areas for recreational use where:
- (i) The development will not result in the appreciably loss of good agricultural lands.
 - (ii) The proposal would not have an adverse impact on areas designated for conservation and other environmental purposes
 - (iii) The proposal would not have an adverse impact on historic building
 - (iv) Roads in the vicinity are adequate to carry an increase traffic flow.
- POLICY RAP 18 Development of sports and outdoor recreational facilities will be permitted at sites with easy access to population centres and where roads are adequate to carry additional traffic.

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

- POLICY RAP 19 The local planning authority will attach major importance to the need to safeguard agricultural production in all their decisions concerned with development in the countryside and refuse planning permission for or otherwise oppose changes of use or development involving the subdivision of agricultural land into unproductive units.

The erection of almost any building prejudices the use of the land for agriculture as material is left in the ground even if the superstructure is removed. Some types of agriculture involve intensive development requiring large buildings. The siting of these requires particular care to ensure there is no adverse effect on agricultural land and farming even if abandoned.

FIFTH SCHEDULE, *contd.*

POLICY RAP 20 Any development in the countryside (including agriculture for which permission is needed) will be required to be sited and designed in such a way that any adverse impact on farming, the landscape, archaeological sites, historic features, mineral extraction or on public enjoyment of the country side is kept to a minimum.

It is not unusual for an area to appear as if it is developed because of the number of buildings located near to each other. This sometimes results in pressure being applied for additional development in these locations. In such situations the application will have to be assessed against the character and appearance of the rural area and the impact of such development on the environment. The setting of precedents will also have to be considered as this could lead to uncontrolled development of the area.

POLICY RAP 21 Proposals for new residential development outside of the local planning areas and rural settlement nodes will be permitted only if it's rural in character and will not conflict with the appearance of the area in which it is to be located.

In some rural communities' residents may find it difficult to use services in the built up areas such as child care facilities because of the distance from their homes. In such situations they would benefit from small scale facilities located nearer to their residences. These should however be located near to or within existing villages where access is readily available by walking or other modes of transportation.

POLICY RAP 22 Permission will be granted for the establishment of small-scale social facilities to meet community needs outside of growth centres.

The agricultural success of the farmers in the rural areas will depend on the extent to which they can sell their produce. Currently the Brown's Town Market serves as a central point for the sale of goods and is overcrowded. A method of distribution would be through the establishment of shops in strategic locations near to settlements encouraging the sale of agricultural produce.

POLICY RAP 23 Permission will normally be granted for farm shops where these are proven to be necessary for the sale and distribution of produce of local farmers.

Many non-commercial activities are located within the rural areas outside of growth centres. Occasionally the owners may wish to change their use or redevelop for other purposes. Any such proposal must respect the open nature of the areas in which they are located.

FIFTH SCHEDULE, *contd.*

POLICY RAP 24 Proposals for the alteration or change of use of existing commercial buildings in rural areas outside of a growth centre will be permitted if the development maintains the existing landscape setting, character and original building scale.

Where it is necessary to preserve buildings of historic and architectural importance or buildings with special features, these may have to be converted to other uses to achieve this goal. This would relate to farm or estate houses that have been abandoned.

POLICY RAP 25 The conservation of buildings of historic or architectural importance to provide accommodation for new business services will be permitted if this is necessary to preserve the life of the building.

There are several sites located outside of the local planning areas that are of significance such as Nine Miles where Bob Marley is buried which are tourist attractions. Local services in these areas are not readily available or undeveloped. To facilitate visitors to these areas small restaurant and souvenir shops will be allowed in these localities.

POLICY RAP 26 Small scale commercial activities such as restaurants and souvenir shops will be permitted in areas where historical and cultural attractions are located and the need exists.

Most of the areas of scenic beauty in the rural areas of the parish are in the “public domain”, that is, they are visible from locations such as roads, vantage points *et cetera*. The road leading from Lower Buxton to Alexandria *via* Cedar Valley and Alderton through Claremont to Bamboo is one such area. The characteristics of such areas should be protected for the continued enjoyment of the public.

POLICY RAP 27 Permission to allow development in the rural area will at all times seek to protect and enhance areas of outstanding natural beauty.

With the growing concern for the environment it is of particular importance that woodlands and other conservation areas be preserved. This involves the retention of all members of a species of tree, shrub, and water supply and as such access to these areas may be controlled.

POLICY RAP 28 Protection will be given to areas of woodland and trees especially those identified in the conservation areas of Mount Diablo, Scarborough Mountain, Pedro River etc.

FIFTH SCHEDULE, *contd.*

and which are of significant importance to the visual character and landscape of the rural area.

SUB-SECTION 2 – LOCAL DEVELOPMENT AREA

LOCAL AREA PLANS

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. They should be read in conjunction with those contained in other parts of this Order so the document is to be considered as a whole and in doing so will simplify it.

These Local Planning Areas are Growth Centres which based upon specific spatial criteria help the Government to identify where growth and development should occur in a sustainable, sound manner in the parish. Government Agencies will direct their resources to these towns rather than creating new ones with new infrastructure thereby saving resources.

They 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 them to be supported by not only public but private investments as well in social and infrastructural facilities and economic activities which will be in easy reach of the population. It may however 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 Local Planning Area will continue in agriculture or such other activity until needed for urban development at which time it will be released in an orderly and progressive fashion unless circumstances dictate otherwise.

It is untended that there should be flexibility in the type of development that can take place in all spectrums of the housing market in the Local Planning Areas. While lot sizes in the urban areas will satisfy most home seekers, there is a need to diversify 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 eke out an existence through subsistence farming and these lot sizes would contribute to such activities.

FIFTH SCHEDULE, *contd.*

Based on the foregoing, the following policies will be applicable in all Local Planning Areas (LPAs):

- | | |
|--------------|--|
| POLICY LPA 1 | The local planning authority will support the subdivision of lands in suburban sections of the Local Planning Areas in large or homestead type lots as a supplement to those in urban areas to accommodate individuals who are desirous of just living on large lots and those who are with a view for undertaking income-generating activities. |
| POLICY LPA 2 | Building and structures for the accommodation of livestock will not normally be permitted where residential amenities 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 environments. |

ST. ANN'S BAY LOCAL AREA PLAN

Description

St. Ann's Bay, the parish capital, is a designated regional centre located along the coast in the northern section of the parish. It is the main administrative hub for the parish and covers an area of 34.79 square kilometres (3,478.88 hectares).

The local planning area's boundary starts from the point where the Chester Road (Leaseland Road meets the Runaway Bay/St. Ann's Bay Main Road at the Laughlands Little River; north-easterly and north-westerly along the Laughlands Little River to the seacoast; south-easterly and along the seacoast to a point north of the Pearly Beach property entrance road; south-easterly along this road where it meets the St. Ann's Bay/Ocho Rios Main Road; westerly along this main road to where it meets the J.P.S. transmission line; south-easterly and south-westerly along this line to where it meets a parcel with Land Valuation Number 05001009001; westerly and along the northern boundary to where it meets a parcel with Land Valuation Number 03204006001; westerly and along this boundary to where it meets the southern boundary of another parcel with Land Valuation Number 03204004041; westerly and along this parcel to where it meets another parcel with Land Valuation Number 03103013590; westerly and along the southern and western boundary of this parcel to where it meets a parcel with Land Valuation Number 03103019001; westerly along the southern boundary of this parcel to meet the Lime Hall to St Ann's Bay Road; northerly and along this road for a short distance to meet a property with Land Valuation Number 03105023028; westerly along the southern boundary of this parcel to where it meets a tributary of the Church River; southerly and along this tributary to where it meets a parcel with Land Valuation Number

FIFTH SCHEDULE, *contd.*

03102022054; westerly and along several parcel boundary in a straight line to where it meets an unnamed road; north-easterly then westerly and along this unnamed road to where it meets the another tributary of the Church River; westerly along this tributary to where it meets a Track; north-westerly and along this track to where it meets Farmers Heights Road; westerly and along Farmers Heights Road to where it meets an unnamed road; southerly then north-westerly and along this unnamed road to where it meets the Bamboo to Priory Main Road; northerly and along the Bamboo to Priory Main Road to where it meets a parcel with Land Valuation Number 03101013010; northerly then south-westerly and along the northern boundary of this parcel to where it meets a Track; northerly and along this track to where it meets Nelson Road; south-westerly and along Nelson Road to where it meets Chester Road (Leaseland Road); thence northerly and along Chester Road (Leaseland Road) to the starting point where this road meets the Runaway Bay/St. Ann's Bay main road at the Laughlands Little River.

The boundary of the St. Ann's Bay Local Planning Area extends from Laughlands Little River in the west to north of the Pearly Beach property entrance road in the east and extends southerly to include areas such as Chalky Hill, Chester, Priory, Charles Town, Steer Town and Breezy Hill.

The Statistical Institute of Jamaica (STATIN) Population Census Data 2011 showed that there were 23,127 persons currently living within the local planning area at that time; a twenty per cent(20%) increase from that of 2001 which had 19,205 persons. A one point nine percent (1.9 %) growth rate was recorded for that inter-censual period (2001-2011). It is projected that the population will further increase to 32,921 persons by the year 2030 assuming that this growth rate remains constant. The growth of Ocho Rios has affected the primacy of St Ann's Bay as the major commercial centre in the parish. The St. Ann's Bay local planning area is however the major urban centre in the Parish in terms of the delivery of essential services to include public institutions, service and office entities, and commercial and industrial facilities.

TRANSPORTATION AND TRAFFIC

A significant portion of the transportation services within the local planning area is provided by means of private motor vehicles but there is, however, a large percentage of persons that rely on public transport.

Public Transportation

The St. Ann's Bay Transportation Centre is located along Harbour Street and is managed by the St. Ann Municipal Corporation. It is the only facility that accommodates public passenger vehicles within the local planning area. However, this facility is underutilized as taxis and minibuses park in areas designated for commercial activities especially in the urban core resulting in on-street parking and

FIFTH SCHEDULE, *contd.*

traffic congestion. This situation is further exacerbated by narrow roadways and the parking of delivery vehicles in prohibited areas. To relieve the situation the local planning authority will seek to ensure that the Municipal Corporation improves the situation at the public transportation centre to facilitate its use.

POLICY AB T1 The local planning authority will seek to ensure that the local authority upgrade and expand the St. Ann's Bay Transport Centre as the need arises and that all public passenger vehicles operate from this facility.

POLICY AB T2 The local planning authority will ensure that transportation routes and bays are clearly identified and marked and that the facility can adequately accommodate persons with disabilities to facilitate smooth operation of the facility.

POLICY AB T3 The local planning authority will seek to ensure that the local authority provides the transportation centre with amenities necessary for the use and comfort of all commuters including the disabled such as snack counters and toilet facilities and that vending activities are regulated.

Road Network

The road network is important as it determines the ease with which motorists and pedestrians can move about within the local planning area and can gain access to other areas. The St. Ann's Bay urban core is generally congested due to the undertaking of prohibited activities. The proliferation of illegal developments along this roadway and increased traffic flow now necessitates the intervention of the local planning authority to ensure the smooth flow of traffic through the town.

There are also roadways that are very narrow and lack sidewalk facilities. The local planning authority will support the rehabilitation of the road network to include the installation of adequate lay-bys, bus bays, sidewalks and other related infrastructure. Roadways are to be properly lit and be suitable for traversing by the disabled and other vulnerable groups including children and the elderly who will occasionally visit the town.

POLICY AB T4 The local planning authority will seek to develop a road widening, improvements and maintenance programme in conjunction with the local authority and for any other responsible agency for the local planning area.

POLICY AB T5 The planning authorities will support any rehabilitation of the arterial or any other roads carried out in the area that seeks to improve or add adequate sidewalk facilities,

FIFTH SCHEDULE, *contd.*

for the use and safety of pedestrians including those with disabilities.

- POLICY AB T6 Development proposals which would be likely to create or worsen unacceptable traffic conditions in the town will not be permitted unless satisfactory mitigation measures can be provided.

The North Coast Highway was constructed to facilitate the free flow of through traffic and consequently no development should be along these roadways. Permission will not be given for direct access to or egress from them onto the highway and any development proposals along this corridor will therefore have to be from a system of service roads connecting to collector streets leading to entrance and exit points for the highway and bypass road.

- POLICY AB T7 The local planning authority will seek to ensure that within the St. Ann's Bay local planning area, all intersections with the highway have proper lighting and road signage installed.

- POLICY AB T8 Developments along the North Coast Highway will not be approved by the local planning authority unless it has its own system of service roads and meets the requirements of the general development policies in this Order dealing with Transportation.

During periods of heavy or prolonged rainfall, there are sections along the North Coast Highway of the local planning area in the vicinity of the Marcus Garvey Youth Information Centre and the round-about at Mammee Bay that are prone to flooding. This flooding is caused by clogged drains and poor drainage system.

- POLICY AB T9 The local planning authority will encourage the local authority to carry-out the upgrading and maintenance of storm water drainage systems, and upgrading where necessary, particularly in light of climate change considerations (e.g. flooding and siltation, and spread of mosquito-borne diseases).

- POLICY AB T10 The local planning authority in consultation with the relevant road authority will undertake an assessment of any area before granting permission for any road works where this is required.

Vehicular Parking

Like many older towns in Jamaica, the area has a chronic problem of inadequate parking spaces both on and offsite. This situation is more pronounced in the urban

FIFTH SCHEDULE, *contd.*

core where on-street parking and street-side vending force pedestrians to utilize the streets. In order to assist with traffic flow within the urban core, the local planning authority has implemented one way and parking restrictions on some roads.

To achieve the overall transportation objectives for the town of St. Ann's Bay, efficient and effective traffic management initiatives have to be put in place and suitable accommodation made for the development of a public/municipal parking facility other than the one provided for public transportation.

- | | |
|---------------|---|
| POLICY AB T11 | The planning authority will seek to extend and improve the system on-street parking provisions in areas which may be designated on-street parking from time to time. |
| POLICY AB T12 | All new development or extensions are required to provide adequate onsite parking as set out in the parking regulations, unless it is impractical or not feasible to do so; in which case alternative arrangements for parking will have to be made and approved by the local planning authority. |
| POLICY AB T13 | The local planning authority will support on street parking at suitable locations on roads which have been designated as one way. |
| POLICY AB T14 | The local planning authority will seek to identify and secure suitable lands for the development of off-site parking facilities such as parking lots or multi-storey garages to supplement the parking needs within the town centre. |
| POLICY AB T15 | The local planning authority will seek to secure lands identified on the St. Ann's Bay Land Use Proposed Map (Inset No. 1) beside the existing Transportation Centre to establish future parking facilities. |
| POLICY AB T16 | The local planning authority will seek to provide and implement parking arrangements for disabled which will be in accordance with Appendix 8 and Figure 2. |

In areas zoned for commercial and office use, the planning authority will encourage appropriate design and siting of buildings to increase the human scale and encourage pedestrian friendliness. Landscaping significantly improves the aesthetics of parking areas, and, by minimising the percentage of paved surfaces where possible there is the added benefit of reduced storm water runoff and localized flooding.

FIFTH SCHEDULE, *contd.*

- POLICY AB T17 All new developments having outdoor parking lots shall make use of green and or permeable parking surface techniques where practiced.
- POLICY AB T18 The planning authority will ensure that parking lots are sufficiently landscaped (accounting for at least ten percent of total lot area) and are suitably sited to encourage pedestrian friendliness.

CONSERVATION OF THE NATURAL AND BUILT ENVIRONMENT

For the successful expansion of development in the St. Ann's Bay Local Planning Area careful management of both the natural and built environment will be required. This is due to the importance of these activities in this section of the Order Area.

The Natural Environment

The Windsor Mineral Spring (Fire Water) located on the west at the back of the St. Ann Great River has one of the highest concentrations of dissolved minerals in the island. This hot spring emits methane and other hydro-carbon gases. The use of the water for therapeutic purposes can be considered as an added asset to the tourism industry of the area.

- POLICY AB C1 When considering proposals for developments in the Windsor area attention will be given to safeguarding the Windsor Mineral Spring.
- POLICY AB C2 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 areas of vulnerable watershed which would conflict with the policies of this Order.
- POLICY AB C3 Planning permission will not be granted for any form of development that will in anyway result in wanton destruction of the heavily vegetated areas.

The Parson Gully along with other sections of the local planning area are known to flood during periods of moderate to heavy rainfall. To mitigate against flood impacts a buffer zone of 30 metres from the edge of the gully will be applied.

- POLICY AB 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 AB C5 The planning authorities will ensure that environmentally sensitive or vulnerable areas are reserved as natural

FIFTH SCHEDULE, *contd.*

areas and greenbelt preserves for recreation whenever possible and used as open space buffers between areas and incompatible land uses.

POLICY AB C6 The planning authorities will ensure that environmentally sensitive or vulnerable areas are reserved as natural areas and greenbelt preserves for recreation whenever possible and used as open space buffers between areas and incompatible land uses.

There are a few recreational beaches located within the St. Ann's Bay Local Planning Area some of which are privately operated. It is prudent that the relevant authorities restrict the intensity of development within this general area along the coast. The local planning authority will ensure that residents and visitors are able to have access to the beach and coastline.

POLICY AB C7 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.

POLICY AB C8 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 AB C9 The local planning authority will identify beaches located in the Mammee Bay area and no development will be allowed which will conflict with the proposed use.

POLICY AB C10 The local planning authority in dealing with developments will institute strategies to mitigate against the effects of climate change such as storm surges and erosion within the coastal areas in the St. Ann's Bay Local Planning Area.

With the exception of Fantasy Beach, there are limited established public bathing beach in the St. Ann's Bay Local Planning Area. The local planning authority will ensure that this area is protected from adverse human interference to ensure its suitability and viability as a public bathing beach.

POLICY AB C11 The planning authorities shall seek to maintain Fantasy Beach as a public bathing beach and the development of this beach will be allowed to the degree that ensure its usefulness and safety without impairing its natural endowment.

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

The local planning authority will endeavour to protect, preserve and enhance the special character of heritage buildings and areas; and their environs and buildings that are of architectural and other importance, protected or not protected by the Jamaica National Heritage Trust Act. This will be promoted for the education, pleasure and general welfare of the residents and the general public.

POLICY AB C12 The local planning authorities will ensure that the design and character of new buildings is in keeping with the policies and guidelines provided especially in Sub-section of this Order.

POLICY AB C13 Development that does not preserve and enhance the special character and environs of those historic monuments, site and buildings protected under the Jamaica National Heritage Trust Act will not be allowed.

POLICY AB C14 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.

Historical, Archaeological Sites and Building

The local planning area is home to several notable and historic sites, which include the Seville Heritage Park and Great House, St. Ann Parish Church, St. Ann's Bay Court House and 32 Market Street, the birthplace of Marcus Mosiah Garvey Jamaica's first National Hero. However, where sites or buildings are protected under the Jamaica National Heritage Trust Act, the local planning authority will ensure that there is careful management of development of these areas in order to preserve their historic nature.

POLICY AB C15 Planning permission will not be given for any development that would damage any building or monuments which are of historic importance in the St. Ann's Bay Local Planning Area or one adjacent to such building or monument, or which would adversely affect its setting.

POLICY AB C16 The local planning authority will not support any proposed redevelopment or addition to historic buildings in absence of consultation with the Jamaica National Heritage Trust.

POLICY AB C17 The local planning authority will support the use and integration of sites in tourism products providing that the activity will not have an adverse effect on the site and or building.

FIFTH SCHEDULE, *contd.*

The Seville Heritage Park and Great House is a major attraction which has a collection of artefacts on display which depicts various aspects of the life of the Tainos, Africans and Europeans. On the Park which overlooks the beautiful Caribbean Sea, are the relic of a water wheel which is used to operate the old sugar mill, the Overseer's House and a barbecue area. Presently the area is synonymous spot for picnics, relaxation, and horseback riding. The local planning authority will ensure that development in this area respects the natural and aesthetic quality of the area.

POLICY AB C18 The planning authority will not grant permission for any development within this area that would negatively alter the character of tourism potential of that area.

URBAN ECONOMY

St. Ann's Bay, has the main administrative centre of the parish provides jobs in the commercial, and service sectors. It is proposed that commercial uses along with other developments should be given full encouragement within the central area of the town.

The implementation of approved large-scaled tourism related activities will also serve to provide jobs in the tourism sector and create several spin-off effects including increased commercial activities. Special attention will be given to activities which will diversify the economy and create more jobs within the local planning area. The appropriate policies in the Urban Economy Sector Policies and other relevant policies in Section 1—The Planning Framework may also be applied where relevant.

POLICY AB UE1 New commercial and office buildings should be located in the existing commercial blocks within the urban core and should not have an adverse environmental impact on the area.

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

POLICY AB UE3 Additional or new office and commercial buildings located outside the urban core (Inset 2.1) should not exceed (2) storeys in height.

There are a number of mixed-use activities present throughout the local planning area. Mixed uses such as residential, office and commercial activities adjoining or above 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.

FIFTH SCHEDULE, *contd.*

- | | |
|---------------|---|
| POLICY AB UE4 | The local planning authority will encourage mixed use development such as commercial and residential at a ratio of 60:40 respectively where this is appropriate within the urban core. |
| POLICY AB UE5 | For commercial and office uses in the town centre, the building may be located hard on the property boundaries subject to the provision of adequate parking on a separate lot to the satisfaction of the planning authorities. This will not apply if the development adjoins residential uses. |
| POLICY AB UE6 | The size, height and objects which may be affixed to buildings, the layout and site coverage of new commercial and industrial developments, will be subject to the standards outlined in the Development and Investment Manual and the Appendices of this Order. |
| POLICY AB UE7 | Residential uses will be considered and encouraged on the upper floors in areas zoned for office/commercial uses where appropriate. |

Industrial development and agro-industrial enterprises are few in the local planning area. However, these facilities can provide significant employment opportunities which are vital to the economic prosperity of the local planning area. While the number of large industrial establishments in the local planning area has declined, their re-establishment should be encouraged to provide a wide range of employment opportunities for residents.

- | | |
|---------------|---|
| POLICY AB UE8 | Development proposals for industrial activities within the St. Ann's Bay local planning area will be allowed in areas provided for such activities in the Development Order land use maps and should conform to the relevant Acts and Planning Guidelines relevant to them. |
|---------------|---|

Heavy industries that are hazardous by nature to residents and the environment will only be supported in the areas zoned for that purpose. These industries will need to conduct an environmental audit to determine the nature and volume of any discharge and to prohibit or minimize the possibility of pollution. The local planning authority will ensure that all proposals involving hazardous industries will be given close inspection and will only be allowed after adequate consultation with the relevant agencies.

- | | |
|---------------|--|
| POLICY AB UE9 | Development proposals for any use which would result in a significant number of people living or working in proximity of any hazardous industry or storage site will not be permitted. |
|---------------|--|

FIFTH SCHEDULE, *contd.*

POLICY AB UE10 The local planning authority will ensure that all proposals involving hazardous industries will be given close inspection and will only be allowed after an environmental audit and adequate consultation with the relevant agencies.

The St. Ann's Bay market is located along Market Street and is owned and operated by the Municipal Corporation. The market plays a significant role in the local planning area, as it is one of the primary facilities for the trading of dry goods and farm products from various vendors from across the parish. There is also the issue of on-street vending impeding the free movement of pedestrians and motorist.

POLICY AB UE11 The local authority will support improvements to the market facility required to make the market experience a more pleasurable and worthwhile one for both vendors and customers in terms of layout of stalls, shelter and sanitary conveniences.

POLICY AB UE12 Planning permission will not be given for the conversion of the market facility to a non-commercial use unless a suitable alternative site can be identified for its location.

SUB-URBAN ECONOMY

Traditionally cattle rearing has been an important activity on some of the larger properties sections of which are located in this local planning area are slowly declining due to the shift indevelopment activities. It is evident that large scale urban development will occur on all of these lands and render them sterile to future agricultural use but this process should be on a timely and well-organized basis.

POLICY AB SUE1 Planning permission for development of lands of agricultural significance within the local planning areas 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 necessary infrastructure is available.

POLICY AB SUE2 The local planning authority will support proposals for agricultural development provided that it is not in conflict with the character of the area, or impact adversely on the environment or have a deleterious effect on surrounding residents.

POLICY AB SUE3 Agro-processing and cottage industries which are compatible with the general character of the area will be encouraged.

FIFTH SCHEDULE, *contd.*

TOURISM

The St. Ann's Bay Local Planning Area has potential for an increased economic activities geared towards eco and heritage tourism. The local planning area especially in the urban core has an ideal location and rich heritage for further establishment in eco-tourism which makes use of the areas' natural environment and historical monument including the Seville Great House and Heritage Park, St. Ann's Bay Court House and Windsor Mineral Spring. Economic activities that involve the sustainable use of resources within the area will be encouraged.

- | | |
|---------------|--|
| POLICY AB TO1 | Suitable tourism projects based on existing land uses will be encouraged provided that they conform to the prescribed historical, environmental and planning guidelines to the satisfaction of the local authority. |
| POLICY AB TO2 | Applications for new tourism developments, extension and redevelopment of existing tourism accommodation will be supported and must conform to planning requirements and respect the development guidelines provided in the Development Investment Manual. |
| POLICY AB TO3 | The developer of any overwater structure must obtain the necessary licence and permit from the Natural Resources Conservation Authority (NRCA) and the required planning approval from the planning authorities before proceeding with the development (See SP OWS 1-7). |
| POLICY AB TO4 | The Local Planning Authority will support the expansion and development of nature and heritage-based attractions, provided that the development is in accordance with the environmental, historical and social characteristics of the site. |
| POLICY AB TO5 | Applications for tourism development in St. Ann's Bay 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 together with a high standard of landscaping. |

Guest houses and villas can contribute significantly to the tourism fabric within the development plan boundaries. Each activity will vary in location and nature and will have to be judged on its own merit. Proposal to establish guest houses and villas will be considered having regard to their impact on residential and visual amenity and will be subjected to the constraints of the area.

FIFTH SCHEDULE, *contd.*

POLICY PS TO6 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.

The local planning area major resorts are located in the eastern section of town and includes resort cottages at Mammee Bay. This growth however has to be carefully monitored in order to avoid unbridled growth.

POLICY AB TO7 New tourism developments will normally be supported in those areas where resort development are concentrated and the necessary infrastructure is available to support such development.

SOCIAL AMENITIES

The St. Ann's Bay Local Planning Area has several community facilities to effectively function as such. Located within the local planning area are Type IV health centres, Type B hospital, library, schools, post office, police station, cemetery, churches, community centre and a few recreational areas. These facilities serve the local populace, neighbouring communities and in some cases neighbouring parishes and should be upgraded as the need arises.

POLICY AB SA1 Developments that would decrease or eliminate any of the social facilities in the 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 schools, high schools and vocational and tertiary institutions. The upgrading of some of these facilities is necessary if they are to provide at a high standard.

POLICY AB SA2 New proposals for educational and institutional uses will be assessed on a case-by-case basis and the local planning authority will assist in identifying suitable lands within the local planning area to establish additional facilities or extensions as the need arises.

POLICY AB SA3 All new or extended educational or institutional facilities must meet the requirements of the Ministry of Education and policies of the local planning authority as applicable as indicated in Appendix 19.

FIFTH SCHEDULE, *contd.**Cemeteries*

The public cemetery in St. Ann's Bay 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 cemeteries or public cemeteries located in other surrounding local planning areas which is not satisfactory. The local planning authority will also not normally support family plot burials on residential lots so the public cemetery is essential to the local planning area.

POLICY AB SA4 The local planning authority will along with the appropriate agencies identify suitable lands to expand the existing cemetery or to establish a new one as the situation warrants.

POLICY AB SA5 The local planning authority will support the use of crematoria and other approved interment options provided that the relevant planning, health and environmental standards are met.

Open Space/Recreational Areas

The residents utilize the Marcus Garvey Youth Information Centre, Fantasy Beach and Mammee Bay beach for social events. The preservation and improvement of these areas are essential as these enhance the character of the built environment, promote public health and safety; and provide for outdoor recreation and visual enjoyment. All other open and or green spaces within the boundaries of the local planning area must be protected.

POLICY AB SA6 The local planning authority will seek to have the local authority upgrade and improve all areas zoned for recreational use within the local planning area.

POLICY AB SA7 All lots within the St. Ann's Bay Local Planning Area that are zoned as open spaces, or for recreational uses, shall be developed only for such use and the planning authority will not support any uses in conflict with the proposed zoning.

POLICY AB SA8 No structure shall be allowed on any public open space that does not complement the use thereof.

POLICY AB SA9 Landscaping of the central area of the town of St. Ann's Bay will be actively encouraged by requiring the planting of suitable vegetation and a small seaside park will be promoted north of the by-pass road mainly for passive recreation.

FIFTH SCHEDULE, *contd.*

HOUSING

Housing infrastructure within the St. Ann's Bay Local Planning Area is predominantly single family constructed mainly of concrete. The 2011 population census revealed that there are 6,270 housing units in the St. Ann's Bay Local Planning Area. With the projected population of 32,921 persons by the year 2030, there will be a need for approximately 5,540 dwelling units. Based on the population growth and the expected demand for houses, land space will be required to accommodate additional housing demand.

In an effort to reduce sprawl in the planning area, various types of residential options should also be encouraged. The appropriate policies in the Housing Sector Policies of this Order may be applied where applicable.

- | | |
|--------------|--|
| POLICY AB H1 | In order to satisfy housing demand a mixture of housing types will be encouraged. |
| POLICY AB H2 | Proposals for high density residential developments will normally be considered once all planning and environmental standards are met. |
| POLICY AB H3 | 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 AB 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 11. |

There are pockets of informal settlements in the St. Ann's Bay Local Planning Area, particularly in the Mammee Bay and Windsor areas. Efforts will be made to secure suitable sites for the upgrading or relocation of these Settlement through the provision of adequate housing lands and dialogue with the responsible agency.

- | | |
|--------------|--|
| POLICY AB H5 | In areas where it is feasible to regularize existing informal settlements, the planning authorities will work with the relevant authorities in doing so or will alternatively identify sites for their relocation. |
|--------------|--|

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 AB H6 | Industrial and commercial uses not providing an essential service will not normally be located within a residential community. |
|--------------|--|

FIFTH SCHEDULE, *contd.*

POLICY AB H7	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 is normally carried out in the day and the amenity and privacy of neighbours will not be adversely affected.
POLICY AB H8	<p>Planning permission will not normally be granted for any development which would result in a net loss of residential units especially to those not able to compete in the housing market.</p> <p>In sections of the local planning area that has a mixture of residential and commercial uses the residential use will be of dominance and positioned toward the front of the designated lot/s.</p>
POLICY AB H9	Commercial development within residential areas will be ancillary to the residential use of the area and should not conflict with the residential potential of the land.
POLICY AB H10	Planning permission will only be granted for commercial development within housing areas if it provides an essential service or facility to the community and has no adverse impact upon the amenity of neighbouring property.

WASTE TREATMENT AND DISPOSAL

Sewage Disposal

Septic tanks are used along with absorption pits as the main method of disposal used in the other areas. All methods of disposal should conform to those recommended by the Ministry with responsibility for health, the Natural Resources Conservation Authority (NRCA), the local authority and all other agencies involved in this activity.

POLICY AB 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 AB WT2	<p>In the absence of a central sewage system the following sewage disposal methods may be permitted in appropriate situations:</p> <p>(i) septic tanks and tile field; or</p>

FIFTH SCHEDULE, *contd.*

- (ii) Any other safe and appropriate waste disposal technology may be developed that is acceptable to the planning authorities and other relevant agencies.

POLICY AB WT3 On the introduction of a central sewerage system to the area all developments will be required to connect to this facility over a given time.

Solid Waste Disposal

The local planning area is serviced by the North East Parks and Market (NEPM) garbage collection system. 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 especially on vacant lands and in wetland areas.

POLICY AB 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 AB WT5 All developments will be required to make adequate provision for the storage and collection of solid waste matter which should if possible be sorted into non-recyclable and recyclable categories.

WATER SUPPLY

According to STATIN 2011 census, approximately ninety-one per cent (91%) of residents within the local area have access to piped water to their dwellings. This is provided by the National Water Commission (NWC) and by private means through arrangement with the NWC. However, there seem to be some inadequacy in the supply of potable water and this needs to be improved and maintained, to ensure adequacy as the population and water demand increases.

POLICY AB WS1 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 and will support any physical activity required to do so.

FIFTH SCHEDULE, *contd.*

POLICY AB 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 AB WS3	Rainwater harvesting will be encouraged in residential and other developments to improve access to potable water supply systems.
POLICY AB WS4	The planning authority will encourage the use of recycled grey water/rain water for non-potable uses and will ensure that provision is made for this in new development proposals.

ENERGY

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, resorts, commercial, office and industrial development. Energy Generation and Conservation Sectoral Policies also applies.

POLICY AB E1	Planning permission will not be granted for developments in the upper reaches of the Roaring River which will in any way result in the reduced flow of the river.
--------------	---

OCHO RIOS LOCAL AREA PLAN

Description

Ocho Rios is a designated regional centre situated along Jamaica's north coast. It is the most populated growth centre and one of the main commercial hubs in the parish. The Ocho Rios Local Planning Area stretches from the Caribbean Sea in the north, Reynolds Pier in the west, White River in the east and extends southerly to include areas such as Exchange, Colgate and Beecher Town. This local planning area covers an area of 9,128.42 square kilometres (3,694. 14 hectares) within its designated boundary.

The boundary starts from the point where the Ocho Rios to St Ann's Bay Main Road meets the Bauxite Conveyor Belt (Reynolds Overhead Line); northerly and along the Bauxite Conveyor Belt (Reynolds Overhead Line) to where it meets the seacoast; easterly and along the seacoast to where it meets the White River (St. Ann/St. Mary parish border); southerly and along the White River (St. Ann/St. Mary parish border) to where it meets crosses the Exchange/ Industry secondary road at Cascade Bridge in Industry; westerly and along the Exchange/ Industry Secondary road to where it meets Mile End Road; southerly and along the Mile End road to where it meets Four Road; westerly and along Four Road to where

FIFTH SCHEDULE, *contd.*

it meets Hiattsfield Road; westerly and along the Hiattsfield Road to where it meets Dunnsville Road; south-easterly and along the Dunnsville Road to where it meets the Ocho Rios to Moneague Main Road; northerly and along the Ocho Rios to Moneague Main Road to where it meets the Coombs Road; westerly and along Coombs Road to where it meets the Beecher Town Main Road; north-westerly and along the Beecher Town Main Road to where it meets the Bauxite Haulage Road in Pimento Walk; westerly then northerly and along the Bauxite Haulage Road to where it intercepts the Bauxite Conveyor Belt (Reynolds Overhead Line); thence northerly and along the Bauxite Conveyor Belt (Reynolds Overhead Line) in a straight line to the starting point where the Ocho Rios to St Ann's Bay Main Road meets the Bauxite Conveyor Belt (Reynolds Overhead Line).

Statistical data from the STATIN Population Census 2011 shows that there are 23,498 persons residing within the local planning area. This figure represents a 14.03 percent decrease from that of 2001 (27,334 persons). A growth rate of -1.50% was recorded for the period. Assuming that this growth rate remains constant, the population is expected to further decline to 20,201 persons in 2021 and 17,631 persons by the year 2030.

The local planning area contains many of the parish resort developments and is also a major commercial centre for the parish. To ensure that lands are utilized sustainably and to foster economic growth within the local planning area, lands will be identified for residential developments in appropriate areas as well as for commercial, office and other essential uses.

TRANSPORTATION AND TRAFFIC

The main modes of transportation in the Ocho Rios Local Planning Area are by private vehicles, public passenger vehicles (buses and taxis) and private boats. However, a large percent of the population rely heavily on public transportation.

Public Transportation

The Ocho Rios Local Planning Area acts as a major point of transit for commuters throughout the parish as well as for inter parish commuting. There is one major transportation hub in this local planning area, which is used by route taxis and mini buses. It is located within the urban core and provides links to other areas within and outside of the town and the parish. However, within the urban core there are informal convergence hubs utilized by both taxis and small buses, especially along the main thoroughfares. As a result, traffic congestion arises especially during peak hours thereby inhibiting other road users.

POLICY OR T1

The local planning authority will identify and secure suitable lands to provide for future expansion of the transportation centres as the need arises.

FIFTH SCHEDULE, *contd.*

- POLICY OR T2 The local planning authority will ensure that the transportation centre is developed in accordance with the policies and guidelines provided in this Order for all users.

Road Network

The road network plays an important role in a planning area as it determines the ease with which motorists and pedestrians can move about within and outside of the community. However, within the urban core there are limited parking areas for businesses which have resulted in illegal parking and the unauthorized letting off and picking up of passengers by public transport.

Main Street and its connector roads are generally congested due to the undertaking of illegal activities. 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 provision of sidewalks, lay-bys and bus bays in satisfactory locations. Roadways are to be properly lit and be suitable for traversing by the disabled and other vulnerable groups including children and the elderly.

- POLICY OR T3 The local planning authority will develop a road widening, improvements and maintenance programme in collaboration with the local authority and seek to have them implement it.
- POLICY OR T4 Developments along the Ocho Rios Bypass will not be approved by the local planning authority unless it has its own system of service roads and meets the requirements of the general development policies in this Order dealing with Transportation.
- POLICY OR T5 Where feasible a continuous service road shall be provided by adjacent developments located along the development road to minimize the number of access points onto it.

Vehicular Parking

There are limited parking areas within the Ocho Rios Local Planning Area. This is as a result of the town's design which consists of narrow roadways, buildings constructed to property lines, limited road reservations and parking facilities. Additionally, the major thoroughfares are heavily utilized by motorists and pedestrians alike and are generally congested throughout the day. Provision of a multi-storey parking facility will be facilitated in the urban core providing that they conform to the recommended guidelines.

FIFTH SCHEDULE, *contd.*

- | | |
|--------------|--|
| POLICY OR T6 | The local planning authority will seek to identify and secure suitable lands for the development of off-site parking facilities such as parking lots or multi-storey garages to supplement the parking needs within the town centre. |
| POLICY OR T7 | 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 OR T8 | All new development or extensions are required to provide adequate on-site parking for staff and customers as set out in the parking requirements (Appendix 8), unless it is impractical or not feasible to do so; in which case alternative arrangements for parking will have to be made and approved by the local planning authority. |

Where onsite parking is not provided, the local authority will be encouraged only to allow “on-street” on a short-term basis to enable as many users as possible to have access to business places without any parking provision. Those who intend to stay for longer periods should make use of other parking arrangements which may be provided.

- | | |
|---------------|--|
| POLICY OR T9 | The planning authority will encourage proposals for the development of underground and multilevel parking facilities. |
| POLICY OR T10 | The planning authority will seek to extend and improve the system to manage on-street car parking provisions in areas which may be designated from time to time. |

On cruise ship days there is a convergence of traffic along the main road in the vicinity of Reynolds Pier thus creating a major traffic problem for both motorists and pedestrians.

- | | |
|---------------|---|
| POLICY OR T11 | A suitable parking area is to be developed to accommodate the tourism related traffic and thus minimizing on-street parking along the roadway, in the vicinity of Reynolds Pier. It is preferred that parking are be developed on reclaimed lands at Reynolds Pier. |
|---------------|---|

CONSERVATION OF THE NATURAL AND BUILT ENVIRONMENT

The Natural Environment

The Ocho Rios Marine Park was declared in 1996 under the Natural Resources Conservation Authority Act (1991), Fern Gully, large tracts of white sand beaches

FIFTH SCHEDULE, *contd.*

and White River are some of the features that enhance the amenity value of the local planning area. It is therefore prudent that the relevant authorities restrict the intensity of development within these areas.

There is a wide variety of marine species within the Ocho Rios Marine Park Protected Area (ORMPPA) including corals, fish, invertebrates and marine mammals. Therefore, sediment control measures must be mandatory for all construction activities along the coast and in areas where there is a connection to natural waterways or drainage courses. The Fern Gully Ecologically Sensitive Area was declared as changes within this area may negatively affect species, ecosystem services, livelihoods and the quality of life. The site is also currently under threat from development pressure or have been identified as possessing strong potential towards being impacted by these pressures in the near future.

- | | |
|--------------|---|
| POLICY OR C1 | The Fern Gully Ecologically Sensitive Area and the Ocho Rios Marine Park Protected Area are to be fully developed as conservation areas with the relevant legislation being strictly enforced. In the case of Fern Gully, the removal of vendors from the area and a ban on the removal of the native vegetation will be vigorously enforced. |
| POLICY OR C2 | 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 areas of vulnerable watershed which would conflict with the policies of this Order. |
| POLICY OR C3 | The local planning authority will not grant planning permission for any development that will destroy or result in the large-scale removal of flora and fauna from the Fern Gully Ecologically Sensitive Area (Policy SP C11 also applies). |
| POLICY OR C4 | The planning authorities will normally refuse planning permission for any development that will have a detrimental effect on conservation areas/sites of natural value. |

The local planning area falls within the Rio Bueno River-White River Watershed Management Unit which at present is severely degraded in sections. The White River is one of the main sources of water supply to the development order area as such precaution should be taken when granting permission for buildings and other forms of development that natural drainage channels are not impacted.

FIFTH SCHEDULE, *contd.*

POLICY OR C5 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 OR C6 The planning authorities will ensure that environmentally sensitive or vulnerable areas are reserved as natural areas and greenbelt preserves for recreation whenever possible and used as open space buffers between areas and incompatible land uses.

There are several recreational beaches located within the Ocho Rios Local Planning Area some of which are privately operated. It is prudent that the relevant authorities restrict the intensity of development within this general area along the coast. The local planning authority will ensure that residents and visitors are able to have access to the beach and coastline.

POLICY OR C7 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.

POLICY OR C8 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 unspoiled quality.

POLICY OR C9 Planning permission will not be given for developments which will adversely affect the flow of water of Dunn's River Falls or which would adversely affect the springs in the Ocho Rios area.

POLICY OR C10 Proposals for high buildings will not be allowed in or adjacent to strategic view points and land marks.

POLICY OR C11 All new or extension to existing developments along the coastal area should be setback in accordance with the guidelines provided in Figure 4.

POLICY OR 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 Ocho Rios Local Planning Area.

The Built Environment

Ocho Rios may be regarded as one of the best tourists destinations in the Caribbean. The area offers a wide variety of tourist attractions, resort developments

FIFTH SCHEDULE, *contd.*

and other supporting uses. As building heights currently ranges from one to twelve storeys.

- | | |
|---------------|--|
| POLICY OR C13 | The local planning authorities will ensure that the design and character of new buildings is in keeping with the policies and guidelines provided in this Order. |
| POLICY OR C14 | 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. |

TOURISM

The local planning area's tourism industry is one of the main contributors to the economy of the Development Order Area. Ocho Rios is a popular tourist destination which can be attributed to the white sandy beaches, the wide variety of resorts and services. The industry however has great potential to increase and economic activities that involve the sustainable use of the natural resources within the area will be encouraged.

- | | |
|---------------|--|
| POLICY OR TO1 | Applications for new tourism developments, extension and redevelopment of existing tourism accommodation will be supported and must conform to planning requirements and respect the development guidelines provided in the Development and Investment Manual. |
| POLICY OR TO2 | In order to preserve the scenic beauty of the area on which its tourism industry is based no development will be permitted that will block any outstanding views. For example, the area north east of the Dunn's River Falls. |
| POLICY OR TO3 | Developments that will cause major pollution problems to the area's fragile eco-systems such as Fern Gully, White River and Ocho Rios Marine Park will not be allowed. |
| POLICY OR TO4 | The developer of any overwater structure must obtain the necessary licence and permit from the Natural Resources Conservation Authority (NRCA) and the required planning approval from the planning authorities before proceeding with the development (See SP OWS 1-7). |
| POLICY OR TO5 | Suitable tourism projects based on existing land uses will be encouraged provided that they conform to the prescribed historical, environmental and planning guidelines to the satisfaction of the local authority. |

FIFTH SCHEDULE, *contd.*

POLICY OR TO6 The Local Planning Authority will support the expansion and development of nature and heritage-based attractions, provided that the development is in accordance with the environmental, historical and social characteristics of the site.

POLICY OR TO7 Applications for tourism development in Ocho Rios 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 together with a high standard of landscaping.

Rafting on the White River is a very popular tourism activity in the local planning area. However, service facilities are necessary if the full potential is to be realized. These will be supported in areas where they will not impact adversely on the environment and where they will add to the visitors' experience.

POLICY OR TO8 Small scale tourism facilities linked to rafting on the White River will be supported where they are compatible with the area.

Bonham Spring

Guest houses and villas can contribute significantly to the tourism fabric within Bonham Spring. Each activity will vary in location and nature and will have to be judged on its own merit. Proposal to establish guesthouses and villas will be considered having regard to their impact on residential and visual amenity and will be subjected to the constraints of the area.

POLICY OR TO9 The proposal to establish small guest houses and villas will be considered, having regard to their impact on residential and visual amenity, and should have no adverse impacts on the site to be developed or on neighboring sites or developments in the area for which the proposal is submitted.

POLICY OR TO10 Resort/Guest houses development established in Bonham Spring shall be of the villa type and shall not exceed a density of fifty habitable rooms per acre (50 h.r.a) with buildings not exceeding five storeys in height at road level.

SOCIAL AMENITIES

The Ocho Rios Local Planning Area has several community facilities to effectively function as such. Facilities such as a Type III health centre, library, schools, post office, police and fire station, churches, cemetery community centres and a few

FIFTH SCHEDULE, *contd.*

recreational areas. These facilities serve the local populace, neighbouring communities and in some cases neighbouring parishes and should be upgraded as the need arises.

POLICY OR SA1 The local planning authority will assist in identifying suitable lands within the local planning area to establish the expansion and upgrading of other social facilities as the arises.

Educational and Institutional

There are several educational facilities located within the local planning area such as basic schools, primary schools and high schools. The upgrading of some of these facilities is necessary to adequately serve the local population.

POLICY OR SA2 New proposals for educational and institutional uses will be assessed on a case-by-case basis and the local planning authority will assist in identifying suitable lands within the local planning area to establish additional facilities as the need arises.

POLICY OR SA3 Building heights for schools and churches shall not exceed three and two storeys, respectively from ground level.

Cemeteries

The public cemetery in Ocho Rios is utilized by the entire parish of St. Ann. As such suitable lands should be acquired for its possible expansion or for the siting of a new one based on its current capacity. Additionally, residents use church cemeteries or public cemeteries located in other surrounding local planning areas. The local planning authority will not normally support family plot burials on residential lots which makes it important for the existence of a public cemetery.

POLICY OR SA4 The local planning authority will seek to have the local authority expand existing or develop new cemeteries at suitable locations to be identified by both bodies and will ensure that such development have no significant harmful effects on the environment or surrounding developments.

POLICY OR SA5 The local planning authority will support the use of crematoria and other approved interment options provided that the relevant planning, health and environmental standards are met.

Open Space/Recreational Areas

Residents utilize Dunn's River, Turtle River Park, Sailors Hole Beach and Turtle Beach for social events. The preservation and improvement of these areas are

FIFTH SCHEDULE, *contd.*

essential as these enhance the character of the built environment, promote public health and safety and provide for outdoor recreation and visual enjoyment.

Community open and/or green spaces are however lacking throughout the local planning area. Suitable lands should be sought for the establishment of additional public open spaces inclusive of multi-purpose community centres that are to be accessible to all residents.

- | | |
|---------------|---|
| POLICY OR SA6 | The local planning authority will seek to have the local authority upgrade and improve all areas zoned for recreational use within the local planning area and will identify suitable lands for such where there is a shortage. |
| POLICY OR SA7 | All lots within Ocho Rios Local Planning Area that are zoned as open spaces, or for recreational uses, shall be developed only for such use and the planning authority will not support any uses in conflict with the proposed zoning. |
| POLICY OR SA8 | No structure shall be allowed on any public open space that does not complement the use thereof. |
| POLICY OR 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 to every 100 lots prorated. Cumulative applications for a smaller number of lots on the same site will be required to comply with the same standard. |

HOUSING

Ocho Rios accounted for 13.6 percent of the total population for St. Ann making it the most populated local planning area/growth centre within Order Area. Housing infrastructure within the 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. Based on the 2011 population census, there are 9,103 households and 7,450 housing units. Using the average household size of 3.1 persons, the local planning area has a deficit of one hundred and thirty (130) housing units. However, Ocho Rios being a major tourist destination in Jamaica as well as with the projected expansion of the economic sector, additional lands has to be reserved for residential development.

To reduce sprawl in the local planning area, various types of residential options should also be encouraged. The appropriate policies in the Housing Sector Policies of this Order may be applied where applicable.

- | | |
|--------------|---|
| POLICY OR H1 | In order to satisfy housing demand a mixture of housing types will be encouraged. |
|--------------|---|

FIFTH SCHEDULE, *contd.*

POLICY OR H2	Proposals for high density residential developments will normally be considered once all planning and environmental standards are met.
POLICY OR H3	Planning permission will not normally be granted for residential density exceeding 250 habitable rooms per hectare (100 habitable rooms per acre) on a minimum lot size of 0.2 hectare (½ acre), with building heights not exceeding eight (8) storeys for residential lots in areas that are connected to a central sewage system.
POLICY OR H4	In sub-urban areas planning permission will not normally be granted for residential density exceeding 125 habitable rooms per hectare (50 habitable rooms per acre) on a minimum lot size of 0.2 hectare (½ acre), with building heights not exceeding five (5) storeys and may, in relation to the physical conditions existing in the area, be varied by the planning authority.
POLICY OR 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 OR H6	New residential proposals and extensions must adhere to the lot coverage requirements provided and maintain the distance between buildings and property boundaries as stipulated in Appendix 11.

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 with residential development.

POLICY OR H7	Industrial and commercial uses not providing an essential service will not normally be located within a residential community.
POLICY OR H8	Proposals for change of use of a residential property to a non-residential use will only be permitted if the non-residential activity is compatible with the residential character of the area.
POLICY OR H9	Planning permission will not normally be granted for any development which would result in a net loss of residential units especially to those not able to compete in the housing market.

FIFTH SCHEDULE, *contd.*

There are several informal settlements in the Ocho Rios Local Planning Area, particularly in the Parry Town and Exchange areas. Efforts will be made to secure suitable sites for the regularization or relocation of these settlements through the relevant agencies.

POLICY OR H10 In areas where it is feasible to regularize existing informal settlements, the planning authorities will work with the relevant authorities in doing so or will alternatively identify sites for their relocation.

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

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

POLICY OR H12 In areas of steep slopes or unstable geology density for single family/duplex developments, shall not exceed 75 habitable rooms per hectare (30 habitable rooms per acre), and may, in relation to the physical conditions existing in the area, be varied by the planning authorities.

POLICY OR H13 Where housing development proposals are being contemplated in potentially hazardous areas the local planning authority will require the submission of technical documents such as an engineer's report for consideration in dealing with the application.

POLICY OR H14 Housing development will not normally be allowed on land that is steep and unstable, vulnerable to erosion, slippage, subsidence, flooding or other natural hazards or which will involve costly extra ordinary precautions to safeguard.

In sections of the local planning area where mixed use development such as residential and commercial uses are allowed; the residential use will be of dominance and the residential character of the lot should not be changed.

POLICY OR H15 Mixed uses, in which residential and other compatible uses occur on the same lot, will normally be supported by the Planning Authority.

FIFTH SCHEDULE, *contd.*

- | | |
|---------------|--|
| POLICY OR H16 | 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 land. |
| POLICY OR H17 | 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. The layout of new residential subdivisions should be designed to provide convenient access to social facilities and amenities. The design and layout should cater for pedestrian and vehicular movement and take into consideration security. |
| POLICY OR H18 | <p>New residential developments must harmonize with and respect the residential areas in which they are located and must:</p> <ul style="list-style-type: none"> (i) Be well laid out in terms of parking, access, amenities and landscaping; (ii) Provide adequate open space appropriate to the development; (iii) Provide a residential environment which affords privacy and is safe and secure. |

URBAN ECONOMY

Commercial, office activities, tourism and manufacturing industries are a focal point of the Ocho Rios Local Planning Area. Commercial and office activities are confined mainly in the urban core and their overall impact on employment is very high. Without proper planning guidance the interior residential lots could be converted to uses which create a nuisance for residents and compromise the residential character and integrity of the area. Where lots are zoned for a mix of uses either one or a mix of the uses is allowed.

- | | |
|---------------|---|
| POLICY OR UE1 | 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 OR UE2 | Residential uses will be considered and encouraged on the upper floors in areas zoned for office/commercial uses. |

FIFTH SCHEDULE, *contd.*

POLICY OR UE3	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 OR UE4	New office development (including office development by way of change of use) other than on land identified for the purpose will normally be permitted if it will ancillary to some other established or approved use.
POLICY OR UE5	The planning authority will support the extension of business premises, provided the amenity of neighbouring properties, visual amenity and highway safety are safeguarded.
POLICY OR UE6	Light industrial activities may be permitted at sites zoned for office and commercial uses. These will be assessed on own merit and shall not diminish the amenity of the area.
POLICY OR UE7	New industrial or office development may be permitted on the lands not zoned for this use on the land use proposal map, if it is for a purpose which has no significant harmful environmental effects.
POLICY OR UE8	Additional or new office and commercial buildings located outside the urban core (Inset 2.1) should not exceed (2) storeys in height.

Currently there are several industrial enterprises located within the planning area 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 and shall be provided for.

POLICY OR 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 OR 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.

There is a limited number of commercial establishments and services located within the smaller communities outside of the urban core within the local planning area. These facilities are predominantly small shops with limited variety of goods. The existing economic activities are not sufficient to create a competitive

FIFTH SCHEDULE, *contd.*

environment and stimulate economic growth; thus, additional economic facilities are necessary for the growth of this local planning area.

- POLICY OR UE11 The local planning authority will seek to implement strategies along with the appropriate authorities to invest in the urban economy of local planning area.

SUB-URBAN ECONOMY

Fishing was once the dominant economic activities within this local planning area. Whilst agricultural activities declined, fishing remains a significant part of the livelihood of the residents being maintained over the years through several initiatives to rejuvenate fishing industry such as improvements to the Ocho Rios fishing beach. There is need to diversify the rural economy and the planning authorities will support proposals that will provide employment for residents and thereby strengthening the rural economy of the local planning area.

- POLICY OR SUE1 The local planning authority will support proposals for agricultural development provided that it is not in conflict with the character of the area, impact adversely on the environment or have a deleterious effect on surrounding residents and that the land is released for residential purposes when required for such use.

- POLICY OR SUE2 Light industrial developments including agro processing and cottage industries which are compatible with the general character of the area will be encouraged in Ocho Rios.

- POLICY OR SUE3 The local planning authority will ensure that areas of agricultural importance in the local planning area are protected from fragmentation and encroachment, particularly in light of food security concerns amplified by climate change, before it is ready for urban development.

A public market is located within Ocho Rios. Although underutilized, it is important that this market be maintained as it contributes to the economy of the local planning area and is one of the main facilities for the sale of farm produce.

- POLICY OR SUE4 The local authority will support improvements to the market facility required to make the market experience a more pleasurable and worthwhile one for both vendors and customers in terms of layout of stalls, shelter and sanitary conveniences.

- POLICY OR SUE5 Planning permission will not be given for the conversion of the market facility to a non-commercial use unless a suitable alternative site can be identified for its location.

FIFTH SCHEDULE, *contd.*

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

POLICY OR SUE6 Proposals for local retail outlets (corner shops) in suburban section of the local planning area will be given consideration where necessary and where it does not detract from the residential amenities of the area.

POLICY OR SUE7 Proposals for improvements to local shopping facilities in residential areas will normally be permitted where surrounding amenities will not be adversely affected, and they will not be a nuisance to neighbours.

The protection of the local flora and fauna is critical to the preservation of the unique rural characteristics of southern Ocho Rios. The Parry Town, Pimento Walk and Beecher Town area is known for lots typically characterized by residential/agricultural uses.

POLICY OR SUE 8 The local planning authority will not grant planning permission for any developments which will result in the large-scale removal of vegetation from lands zoned for residential/agricultural uses in the Parry Town, Beecher Town and Pimento Walk area of the Local Planning Area.

POLICY OR SUE 9 Residential lot sizes proposed for these areas should reflect the general character of the surrounding area.

WASTE TREATMENT AND DISPOSAL

Sewage Disposal

Sections of local planning area urban core and some housing subdivisions are centrally sewerred. Septic tanks are used along with absorption pits as the main method of disposal used in these areas. All methods of disposal should conform to those recommended by the Ministry of Health and Wellness, the Natural Resources Conservation Authority (NRCA), the local authority and all other agencies involved in this activity.

POLICY OR WT1 The planning authority will ensure that all sewage treatment systems are designed to treat to a tertiary level.

POLICY OR WT2 Permission will not be granted for new buildings or extensions in areas without central sewage unless the

FIFTH SCHEDULE, *contd.*

sewage treatment facilities proposed will treat the sewage produced to at least a tertiary level.

POLICY OR WT3 In the absence of a central sewage system the following sewage disposal methods may be permitted in appropriate situations:

- (iii) septic tanks and tile field; or
- (iv) Any other safe and appropriate waste disposal technology as may be developed that is acceptable to the planning authorities and other relevant agencies.

POLICY OR WT4 On the introduction of a central sewerage system to the area all developments will be required to connect to this facility over a given time.

Solid Waste Disposal

The local planning area is serviced by the North East Parks and Market (NEPM) garbage collection system. 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 especially on vacant lands and in wetland areas.

POLICY OR WT5 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 OR WT6 All developments will be required to make adequate provision for the storage and collection of solid waste matter which should if possible be sorted into non-recyclable and recyclable categories.

WATER SUPPLY

According to STATIN 2011 census, approximately eighty-six per cent (86%) of residents within the local area have access to piped water to their dwellings. This is provided by the National Water Commission (NWC) and by private means with the NWC. However, 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 OR 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 OR 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 OR WS3	Rainwater harvesting will be encouraged in residential and other developments to improve access to potable water supply systems.
POLICY OR WS4	The planning authority will encourage the use of recycled grey water/rain water for non-potable uses and will ensure that provision is made for this in new development proposals.

MINING

The dominant geology of the area is limestone. Whiting which is a high-grade white limestone exists in discrete pockets mainly on the outskirts and is mined and shipped. POLICY SP M9 also applies.

POLICY OR M1	The export of whiting and other minerals inclusive of bauxite pellets shall be encouraged from the Reynolds Pier in Ocho Rios so long as efforts are made to prevent pollution of the marine environment which is an important asset in the tourism industry.
--------------	---

BROWN'S TOWN LOCAL AREA PLAN

Description

Brown's Town is a major urban centre located west of The Bamboo Local Planning Area, north of the Alexandria Local Planning Area, north east of the Watt Town Local Planning Area, south east of the Discovery Bay Local Planning Area and south of The Runaway Bay Local Planning Area in St. Ann or 18° 23'33.87" N and 77°22'00.63"W. It is classified as a Sub-Regional Centre in the National Physical Plan (1978-1990). The local planning area covers an area of 1,772,550.45 square metres (1772.55 hectares) and comprises several communities such as Goshen, Benin, Summer Hill, Milford, Waterloo and Orange Hill.

Starting from the point where the Runaway Bay to Browns Town Secondary Road meets the Huntley subdivision; then easterly in a straight line behind the Huntley subdivision to where it meets the Knapdale Road; thence easterly and along the Knapdale Road to where it meets the Trysee P.C.R.; thence north-easterly

FIFTH SCHEDULE, *contd.*

and along the Trysee P.C.R. to where it meets behind the Knapdale subdivision; southerly and along the Knapdale subdivision property boundary to where it meets the Bamboo to Browns Town Road; thence westerly and along the Bamboo to Browns Town Road to where it meets Turner P.C.R.; southerly and along Turner P.C.R. to where it meets the Waterloo to Oxford P.C.R.; thence easterly and along the Waterloo to Oxford P.C.R. to where it meets the eastern boundary of a parcel with Land Valuation Number 04703010043; southerly then south westerly and along the parcel boundary to another parcel with 04801001040; southerly and along the eastern boundary of the parcel to meet the Waterloo to Top Buxton P.C.R.; westerly and along the Waterloo to Top Buxton P.C.R. to meet the Farm P.C.R.; south-westerly then south-easterly and along the Farm P.C.R. to where it meets the northern boundary of a parcel with 04703025087; westerly and along the northern boundary to where it meets Milford P.C.R.; westerly and along the Milford P.C.R. to where it meets the Browns Town to Alexandria Main Road; southerly for a short distance on the Browns Town to Alexandria Main Road to where it meets the Wilberforce P.C.R.; westerly and along the Wilberforce P.C.R. to where it meets the Summer Hill P.C.R.; northerly and along the Summer Hill P.C.R. to where it meets the Endeavour to Browns Town Secondary Road; south-easterly and along the Endeavour to Browns Town Secondary Road to where it meets Lincoln Road; westerly then northerly and along Lincoln Road to where it meets a Track; south-westerly and along this Track in a straight line to where it meets the Bauxite Railway Line; south-westerly then north-westerly along the Bauxite Railway line to where it meets the Stewart Town to Browns Town Main Road; easterly and along the Stewart Town to Browns Town Main Road to where it meets a parcel (at the Baptist Church) with Land Valuation Number 04701007020; northerly for a short distance to where it meets the easterly boundary of a parcel with Land Valuation Number 02904006038; north-easterly along the parcel boundary to where it meets a parcel with Land Valuation Number 02904006008; northerly then north-easterly to where it meets several parcels with Land Valuation Numbers 02905004068, 02905004071, 02905004073, 02905004072, 02905004035, 02905004032, 02905004031, 02905004001, 02905004003 and 02905004004 to where it meets Enfield P.C.R.; northerly and along the Enfield P.C.R. to where it meets the southern boundary of parcel with Land Valuation Number 02905010002; easterly in a straight line to where it meets the Bauxite Haulage Road; north-easterly, north-westerly then north-easterly and along the Bauxite Haulage Road to where it meets the eastern boundary of a parcel with Land Valuation Number 02905010002; easterly and along this parcel to where it meets the Browns Town to Runaway Bay Main Road; north-easterly and along this road to the starting point where the Runaway Bay to Browns Town Secondary Road meets the Huntley subdivision.

The Statistical Institute of Jamaica, STATIN, Population Census Data 2011 shows that there are 12,226 persons currently living within the local planning area; a 6.073 percentage increase from that of 2001 which had 11,526 persons. A 0.591

FIFTH SCHEDULE, *contd.*

percent annual growth rate was recorded for that inter-censal period (2001-2011). Assuming that this growth rate remains constant, the population is projected to further increase to 13,675 persons by the year 2030.

The local planning area has a vibrant economy that provides a range of goods and services ranging from shops, wholesales, markets and supermarkets, banks, garages, restaurants, auto parts stores, funeral homes and other businesses. It is also an educational centre for the parish as there are several prominent secondary/high schools that services communities throughout the parish of St. Ann as well as neighboring parishes.

TRANSPORTATION AND TRAFFIC

A significant portion of the transportation services within the local planning area is provided by means of private motor vehicles but there is, however, a large percentage of persons who rely on public transport.

Public Transportation

There are two transportation centres located within the local planning area. The Brown's Town Taxi Stand located at the intersection of Church Street and Wesley Crescent which is primarily utilized by taxies on route to communities and towns throughout the parish. The second transportation centre is the Brown's Town Bus Terminus is located at the intersection of St. Christopher Crescent and Top Road. However, these facilities currently underutilized as taxis and buses continues to obituary parked along the roadways especially along sections of St. Hilda's Drive and St. Christopher Crescent and within areas designated for commercial activities throughout the urban core.

The manoeuvring of these vehicles inhibits vehicular and pedestrian movements especially during peak hours resulting in frequent congestion. To relieve this situation the local planning authority will seek to improve the situation at the public transportation centres.

- | | |
|--------------|---|
| POLICY BT T1 | The local planning authority will upgrade and expand the Brown's Town Bus Terminus and Taxi Stand as the need arise and should ensure that all public passenger vehicles operate from this facility. |
| POLICY BT T2 | The local planning authority will seek to ensure that the Local Authority provides a transportation centre with the necessary amenities necessary such as snack counters and toilet facilities for the use and comfort of all commuters including the disabled and that vending activities are regulated. |

FIFTH SCHEDULE, *contd.**Road Network*

The road network is important as it determines the ease with which motorists and pedestrians can move about within the local planning area and can gain access to other areas. The Brown's Town Main Road including sections of Top Road, St. Christopher Crescent and St. Hilda's Drive are generally congested as a result of the parking delivery trucks, street side vending, illegal parking and the haphazard setting down and picking up of passengers by public transport. Additionally, the existing road pattern and infrastructures which is comprised of dual roadways that are narrow and lacks sidewalk facilities in sections further exacerbate congestion within the local planning area.

The local planning authority will support the rehabilitation of the existing road network specifically Main Street and Top Road to include the installation of adequate lay-bys, bus bays, sidewalks and other related infrastructures. Roadways are to be properly lit and be suitable for traversing by the disabled and other vulnerable groups including children and the elderly.

- | | |
|--------------|--|
| POLICY BT T3 | The local planning authority will seek to develop a road widening, improvements and maintenance programme for sections Main Street and Top Road within the urban core in conjunction with the relevant authorities. |
| POLICY BT 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 including those with disabilities and or special needs. |
| POLICY BT T5 | 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). |

Vehicular Parking

Traffic congestion is a major situation within the urban core of the Brown's Town Local Planning Area. This is attributed to the improper use of roadway for parking and the loading of public transportation, and the loading and unloading of delivery trucks.

The availability of adequate parking spaces for commercial and office uses has become more of a challenge due to the one to one (1:1) lot coverage of buildings especially within the town centre. As a result, due to the increase in the number of motor vehicles, on-street parking is prevalent and often times impede pedestrians and vehicular movement.

FIFTH SCHEDULE, *contd.*

POLICY BT T6 To avoid increased congestion within the town centre, on-street parking be allowed where it does not affect the free flow of traffic and is not detrimental to the easy movement of pedestrians and other road users.

POLICY BT T7 All new development or extensions are required to provide adequate on-site parking for staff and customers as set out in the parking and loading requirements in the appendixes, 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.

In areas zoned for commercial and office use, the planning authority will encourage appropriate design and siting of buildings to increase the human scale and encourage pedestrian friendliness. Landscaping significantly improves the aesthetics of parking areas, and, by minimising the percentage of paved surfaces there is the added benefit of reduced storm water runoff and localized flooding.

POLICY BT T8 All new developments having outdoor parking lots shall make use of green and or permeable parking surface techniques as indicated in the relevant Permitted Development Section.

POLICY BT T9 The planning authority will ensure that parking lots are sufficiently landscaped (accounting for at least ten percent of total lot area) and are suitably sited to encourage pedestrian friendliness.

HOUSING

Housing infrastructure within the Brown's Town Local Planning Area is predominantly single-family residential units, constructed mainly of concrete and wooden type structures. The housing units are characterized by one and two storey buildings of detached and semi-detached structures and multi-family developments in some cases.

STATIN 2011 population census data revealed that there are 10,053 dwelling units within the local planning area. Currently there is a surplus of 6,233 dwelling units based on the existing population of 12,226 persons, with the national household size of 3.1. In the year 2030 the population is projected to increase by 13,675 persons. The number of dwelling units required to facilitate the population is 4,273 (5,780 additional units). The land space available for housing within the local planning area is suitable for the projected housing demand.

FIFTH SCHEDULE, *contd.*

However, in an effort to reduce urban sprawl in the local planning area, various types of residential options will be encouraged. The appropriate Housing Sector Policies of this Development Order may be applied.

POLICY BT H1 Residential single-family unit or duplex dwellings will be allowed on lots which satisfy the relevant planning guidelines.

POLICY BT H2 Proposals for high density residential developments such as apartments and townhouses will normally be considered once all planning and environmental standards are met and the development is in accordance with Appendix 11.

There are incidences of informal developments within the local planning area. As such it is prudent that the planning authorities develop and implement strategies to mitigate against these settlements.

POLICY BT H3 In order to satisfy low-income housing demand a mixture of housing types will be encouraged in large, scaled developments at suitable locations.

POLICY BT H4 The planning authorities along with the relevant agencies will seek to ensure that informal settlements are not established within 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 support changes which are not compatible to residential development.

POLICY BT H5 Industrial and commercial uses not providing an essential service will not normally be supported within a residential community.

POLICY BT H6 Proposals for primary change of use of a residential property to a non-residential use will be supported only if such use is normally carried out in the daytime and the amenity privacy and enjoyment of neighbouring dwellings is not adversely affected.

POLICY BT H7 Planning permission will not normally be granted for any development which would result in a net loss of residential units especially to those not able to compete in the housing market.

Uncontrolled development on a hillside is a potential hazard as it increases the area's susceptibility of slope failure, erosion and drainage problems. In an effort

FIFTH SCHEDULE, *contd.*

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 excess runoff. The Brown's Town local planning area has several such areas and care will be taken to ensure that housing development is not allowed in these high-risk locations.

POLICY BT H8	Housing development will not be allowed on land that is steep and unstable, vulnerable to erosion, slippage, subsidence, flooding or other natural hazards or which will involve costly extra ordinary precautions to safeguard. (See Policy SP H25- SP H26)
--------------	--

SOCIAL AMENITIES

Located within the local planning area are a Type III health centre, library, schools, post office, police station, churches, community centres and a few recreational areas including Addison Park. These facilities not only serve the communities within the local planning area but those outside as well.

POLICY BT SA1	The local planning authority will support the expansion and upgrading of all social facilities as the need arises.
---------------	--

POLICY BT SA2	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.
---------------	--

Recreational Areas and Open Space

It is the intention to provide for increased residential densities in this local planning area however, the required public open space to cope with increased density is lacking. The provision of adequate public amenity area for the enjoyment of residents is critical to the sustained orderly residential development of the Planning Area. Hence, the local planning authority will seek to ensure that lands are identified for the development of a public recreational area or areas in suitable locations. In such cases Government owned lands will first be considered.

POLICY BT SA3	The planning authority will seek to identify and or have acquired lands in suitable locations within the Brown's Town Local Planning Area to facilitate the development of public open space and amenity areas to suit population needs.
---------------	--

POLICY BT SA4	All lots within the Brown's Town Local Planning Area that may from time to time be identified and zoned as public open spaces, or for amenity areas, shall be developed only for such use.
---------------	--

FIFTH SCHEDULE, *contd.*

- | | |
|---------------|---|
| POLICY BT SA5 | Where multi-family developments are permitted amenity areas provided shall be developed only for such uses. |
| POLICY BT SA6 | Structures or uses that do not complement the recreational use of lots provided for such activities will not be allowed on any public open space or amenity area. |

The Brown's Town Community Centre (Addison Park) on Addison Park Drive includes a large playing field and a community centre that is utilized by Brown's Town and surrounding communities. It is used for hosting several events and shows.

- | | |
|---------------|---|
| POLICY BT SA7 | The local planning authority in conjunction with the relevant authorities will seek to upgrade and improve the Addison Park for recreational use within the local planning area as the need arises. |
| POLICY BT SA8 | No structure shall be allowed on any public open space that does not complement the use thereof. |

Educational and Institutional

The Brown's Town Local Planning Area has a strong presence of educational and institutional facilities, ranging from basic to tertiary. Education plays a central role in promoting national well-being and the social, economic and cultural development of a country. The local planning area is comprised of one of the highest concentration of educational institutions in the parish of St. Ann such as the York Castle High, St. Christopher School for the deaf (Brown's Town learning centre), St. Hilda's High School for girls, Brown's Town Primary, University of West Indies (UWI) Open campus, Brown's Town High, Sigma Collage of Nursing and Applied Science as well as several other infant, kindergarten, nurseries and primary schools.

- | | |
|----------------|---|
| POLICY BT SA9 | Developments which would result in the reduction of the available educational facilities will not be encouraged unless provisions can be made elsewhere at a suitable location to offset any loss which would result from such development. |
| POLICY BT SA10 | New proposals for educational and institutional facilities will be assessed on a case-by-case basis and shall conform to all required planning standards. |
| POLICY BT SA11 | All educational or institutional facilities must meet the requirements of the Ministry with responsibility for education and policies of the local planning authority. |

FIFTH SCHEDULE, *contd.*

The Brown's Town health centre is recognized as a Type III facility that caters to areas as far as Clarendon. The space available for the clinic is insufficient to meet the demand require by the public.

POLICY BT SA12 The local planning authority will support the expansion and upgrading of the Brown's Town health centre where necessary.

Cemetery

The Brown's Town Cemetery located within the local planning area is utilized by the locality and surrounding communities. As such suitable lands should be acquired for the possible expansion of the existing cemetery or for the siting of a new one based on its current capacity. Currently residents use church cemeteries or public cemeteries located in other surrounding local planning areas. The local planning authority will not normally support family plot burials on residential lots in built up areas hence the need cannot be over emphasized. The local planning authority has acquired a parish cemetery outside of the Brown's Town Local Planning Area in for burial needs for the parish.

POLICY BT SA13 The local planning authority will along with the appropriate agencies identify suitable lands to expand the existing cemetery or to establish a new one as the situation warrants.

POLICY BT SA14 The local planning authority will support the use of columbarium as an alternative to burial or any other acceptable method that will conserve on land space.

URBAN ECONOMY

The local planning area has a variety of economic activities and services that are utilized by residents and persons from other communities located within the parish. These involve commercial facilities, offices, transportation services, small business operations and administrative services.

Developments that will boost the economic base of the area will be supported in designated areas as shown on the Brown's Town Local Planning Area Land Use Proposed Zoning Map.

POLICY BT UE1 The Local Planning Authority will support the development of a variety of service and commercial establishments within Brown's Town on lots zoned for that purpose provided that they conform with the requirements for such development as indicated in this Order.

FIFTH SCHEDULE, *contd.*

POLICY BT UE2 Industrial developments and service industries which are compatible with the general character of the area and have no adverse impact on the environment in which they are to be located will be encouraged.

Mixed land uses enable building/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 depending on the activities involved. However, such uses are to be compatible with adjoining developments and permission will be given with an abundance of caution. Where lots are zoned for a mix of uses either one or a mix of the uses is allowed.

POLICY BT UE3 For commercial and office uses, the following standards shall apply:

- (i) Buildings shall not normally exceed two (2) storeys in height. However, the authorities may allow a building height of four (4) storeys along Runaway Bay to Brown's Town Secondary Road, Lincoln Road, Top Hill Road, as long as the required guidelines are observed (Policy guidelines and Figure 1).
- (ii) Buildings may maintain a zero-lot line except to the front in accordance with road reservations and where it adjoins residential development to the satisfaction of the planning authority.
- (iii) Buildings should adhere to a floor area ratio of 0.5 and a plot coverage of no more than 33^{1/30}%.

POLICY BT UE4 The local planning authority will encourage mixed use of residential, commercial and office development as well as commercial/office and Light Industrial use where this is appropriate and will at all times ensure that the residential amenities and areas of environmental importance are protected.

POLICY BT UE5 The planning authorities will support private sector initiatives aimed at maintaining and improving the commercial and industrial sectors by zoning land for each purpose in appropriate locations.

Commercial and office complexes are a focal point of the Brown's Town Local Planning Area with these activities being concentrated in the core. Without proper planning guidance, the interior residential lots could be converted to uses which

FIFTH SCHEDULE, *contd.*

create a nuisance for residents and compromise the residential character and integrity of the area.

POLICY BT UE6 The planning authority reserves the right to reduce/vary the planning parameters for office or commercial uses as outlined in Figure 1, based on proposal specific considerations. Where such developments are contemplated the privacy and enjoyment of neighbouring dwellings should not be adversely affected.

The Brown's Town Market at present is located within the town's centre; this facility is underutilized. It is important that this market be maintained as it contributes to the economy of the area especially as there is a push towards the establishment of commerce and industries to facilitate agricultural growth and development in the local planning area and the adjoining communities.

POLICY BT UE7 The local authority will support improvements to the market facility so that it is attractive to both vendors and all customers in terms of layout of stalls, shelter and sanitary conveniences.

POLICY BT UE8 The local planning authority will not grant planning permission for any activity to replace a converted market facility to a non-commercial use unless a suitable alternative site can be identified for the location of the market.

SUB-URBAN ECONOMY

Agriculture is slowly declining due to the shift in development and economic trends since the last decade. Since these areas are being transferred into housing development subsistence farming is becoming the more dominant practice in the sub-urban sections of the local planning areas. Ground provisions among other goods are sold in the Brown's Town Market located within the town centre hence where agriculture can be done as an interim measure to diversify the economy of each urban areas the planning authorities will support each proposal.

POLICY BT SUE1 The local planning authority will support proposals for agricultural development provided that it is not in conflict with the character of the area, or impact adversely on the environment or have a deleterious effect on surrounding residents and that the level is released methodically when required for housing or other development.

POLICY BT SUE2 Light industrial developments including agro-processing and cottage industries which are compatible with the general character of the area will be encouraged.

FIFTH SCHEDULE, *contd.*

- POLICY BT SUE3 The local planning authority will seek have the existing Brown's Town Market into a multi-storey, multi-use facility, to facilitate commercial and office uses as well as parking areas for the public.

Small retail shops on residential properties are dispersed across the local planning area. The local planning authority will support these proposals at suitable locations as they supplement the sub-urban area while providing quick retail access for residents.

- POLICY BT SUE4 Proposals for small shops throughout the local planning area will be given consideration in appropriate locations and must not detract from the residential amenities of the area.

MINING

There is no bauxite mining within the boundary of the Brown's Town Local Planning Area however, deposits of whiting (an industrial mineral) is found in the area. This mineral is not indigenous to the local planning area and can be found in other areas in the parish. Bauxite mining occurs in close proximity of the southern boundary of the local area.

- POLICY BT M1 Prior to permission being given for developments to be undertaken in Brown's Town, the comments of the relevant agencies responsible for safeguarding mineral deposits from urban development shall be obtained.

ADVERTISEMENT GUIDELINES

Advertisements are vital to business and important in disseminating information. Nonetheless measures have to be in place to ensure that the character and appearance of the area is not compromised. Guidelines are set by the regulations as to the size, height and placement of advertisements and their location and appearance throughout the local planning area will have to be addressed. The relevant polices contained in the Control of Advertisement Sectoral Policies and Appendix of this Order shall apply in this local planning area.

- POLICY BT CA1 Signs adhering to the guidelines set out by regulations will only be permitted by the planning authority in areas where they do not distract road users, cause clutter or become unsightly and detract from the character and appearance of the area.

WASTE TREATMENT 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

FIFTH SCHEDULE, *contd.*

Data (2011) reveals that thirty-four percent (34%) of the household used pit latrine, while sixty-six per cent (66%) had water closets. However, all methods of disposal should conform to those recommended by the Ministry with responsibility for health, the Natural Resources Conservation Authority (NRCA), the local authority and all other relevant authorities.

POLICY BT 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 BT WT2 Single family houses on individual lots will be expected to have sewage disposal by means of grease trap, septic tank and soak-away or any other means satisfactory to the health authorities.

Although it is desirable to have a high level of disposal facilities in some sections of the Order area, it will not be possible to have soak-aways, absorption pits or tile fields. In such circumstances the alternative methods of disposal will be ventilated improved pit latrine. These should be constructed in accordance with the Ministry of Health and Wellness and World Health standards.

POLICY BT WT3 Where sewage disposal has to be by means of pit latrine then these should be of the ventilated improved type constructed in accordance with the Ministry of Health and Wellness and World Health standards.

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

POLICY BT WT4 No sewage treatment facility or tile field shall be located in the vicinity of an actual or potential well or source of domestic water supply, subject to the approval of the Water Resources Authority and any other applicable responsible agency.

POLICY BT WT5 There should be a minimum vertical distance of one meter between the bottom of a tile field or absorption pit and the maximum elevation of the ground water table or any layer of rock or impervious material.

There are sites which were developed without satisfactory disposal facility, resulting in pollution of the environment. To safeguard against this, in the future it will be necessary that central collection systems be installed where possible or

FIFTH SCHEDULE, *contd.*

an approved method of disposal be used for developments outside the central collection system.

POLICY BT WT6 Any new development or extension to existing development within the sewerage system should be connected to the central sewerage system or make adequate arrangements for doing so with the operators of the system where possible on a timely basis.

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

POLICY BT WT7 For single family houses on lots of five hundred and eighty square meters and larger waste disposal should be by means of septic tank and tile field with grease trap incorporated where the soil is considered suitable.

Solid Waste Disposal

The local planning area is serviced by the North Eastern Parks and Markets garbage collection system. According to 2011 census data, of the 2,711 households within the local planning area, forty-eight percent (48%) have access to public garbage collection facilities while forty-two percent (42%) burn garbage. The inefficiency in the garbage collection system has resulted in overflowing skips and the presence of small illegal dump sites and burning throughout the local planning area.

POLICY BT WT8 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 location of facilities to undertake same.

POLICY BT WT9 The disposal of waste by illegal burning will not be supported by the planning authority.

Concrete garbage receptacles in the town are inappropriate in disrepair and poorly maintained. This has resulted in a tendency for people to dump waste into the streets or into drains blocking them frequently, resulting in an overflow onto the streets. Some of this garbage is washed out to sea and is carried back on shore by the tide. Appropriate measures need to be put in place to cope with this situation.

POLICY BT WT10 The local planning authority will identify locations for placing receptacles in the Town and other sections of the local planning area and will seek to have the appropriate authorities (Municipal Corporation and

FIFTH SCHEDULE, *contd.*

Western Parks and Markets) design containers that allow ease of emptying yet resistant to vandalism and scrap metal theft placed at these sites.

POLICY BT WT11 Metal skips will be placed at locations that act as collection points where access to waste collection trucks is not possible and will replace concrete receptacles in the city since they are easier to manage.

POLICY BT WT12 Owners of buildings are expected to have proper garbage disposal facilities on their premises and the local planning authority will encourage the local authority to have large garbage receptacles placed in public areas as a repository.

WATER SUPPLY

STATIN Data (2011) reveals that thirty-eight percent (38%) of the households in the Brown's Town Local Planning Area have access to public water facilities while fifty-seven percent (57%) utilizes private water source. 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 BT WS1 The local planning 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 the supply of public water is absent rely on catchment tanks for water. The planning authority will ensure that new developments within the local planning area provide/reserve a lot for water supply in new subdivisions.

POLICY BT WS2 All developments shall be required to provide catchment tanks or some other method of harnessing rain water to satisfy their needs in the absence of a piped water supply system.

POLICY BT WS3 The provision of rainwater catchment tanks will be encouraged by the planning authorities for residential developments and other areas without public water supply.

POLICY BT WS4 New developments which are served with piped domestic water are encouraged to also make provision for the use of rain water/grey water for the watering of plants and gardens.

FIFTH SCHEDULE, *contd.*

CONSERVATION OF THE NATURAL AND BUILT ENVIRONMENT

The Natural Environment

The Brown's Town 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.

POLICY BT 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 flora and fauna.
--------------	--

The Built Environment

The built environment within the local planning area is characterised by one to four storey buildings. The uses range from commercial, office and residential among other uses.

POLICY BT C2	The local planning authorities will seek to ensure that the design and character of new buildings is in keeping with the scale and character of existing buildings.
POLICY BT C3	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.

DISCOVERY BAY LOCAL AREA PLAN

The Discovery Bay Local planning Area is located in the parish of St. Ann. It is west of Runaway Bay and is located near the border of St. Ann and Trelawny. The Local Area is approximately 1844.6 hectares in size, it is ranked 04 in the parish special areas by the National Physical Plan 1978-1998 and is identified as a District Centre.

Its physical boundaries starts from the point at the Bengal Bridge where it crosses the Rio Bueno River (St Ann/Trelawny Parish boundary); north-westerly and along the Rio Bueno River to the seacoast; easterly and along the seacoast to a point where it meets a parcel with Volume 901 and Folio 88; southerly in a straight line along the parcel boundary to where it meets the Discovery Bay/Runaway Bay Main Road; westerly and along the Discovery Bay/Runaway Bay Main Road to where it meets the eastern boundary of the parcel (the Discovery Bay Community Centre). Southerly and along the eastern boundary of this parcel to where it meets a track; southerly and along this track to where it meets the northern end of a parcel with Volume 1535 and Folio 611; easterly then southerly and along the eastern boundary of this parcel to where it meets a parcel with Volume 1156 and Folio 223; southerly and along the eastern boundary of this parcel

FIFTH SCHEDULE, *contd.*

to where it meets the Browns Town to Discovery Bay Road; westerly along this road for a short distance to where it meets the Helicon P.C.R.; westerly and along this road to where it meets the Stewart Town to Discovery Bay Road; westerly and along the Stewart Town to Discovery Bay Road to where it meets the eastern boundary of parcel with Volume 1291 and Folio 546; north-westerly along the eastern boundary of the parcel to meet the eastern boundary of another parcel with Volume 1204 and Folio 58; north-westerly and along this parcel boundary to where it meets the JPS High-tension wire; westerly and along the JPS High-tension wire to where it meets a parcel with Volume 1204 and Folio 57; southerly then westerly along this parcel to where it meets a tributary of the Rio Bueno River; southerly and along this river to where it meets the Railway Line; southerly and along the Railway Line to where it meets the Red Valley to Rising Sun P.C.R.; north-westerly and along the Red Valley to Rising Sun P.C.R. to where it meets a parcel with Volume 1111 and Folio 79; north-easterly then westerly and along the parcel to where it meets the Rio Bueno River (Trelawny/St Ann Parish Boundary); westerly then northerly and along the Rio Bueno River (Trelawny/St Ann Parish Boundary) to the starting point at the Bengal Bridge where it crosses the Rio Bueno River (Trelawny/St Ann Parish Boundary).

The area is known for its coastal location with beautiful beaches and natural features such as the horseshoe shaped bay and has facilities such as police station, post office, library, schools and churches. There is also the Jamaica Defence Force Marine Coast Guards which traverse the coastal waters of Jamaica and the Discovery Bay Marine Laboratory. The Discovery Bauxite Operations Limited is one of the major income earners for the local planning area. Discovery Bay has developed into a major tourist area and an important residential area over the past decade, and this has led to an increase in the population.

The 2011 STATIN Population Census data showed that Discovery Bay had a population of 4,866 persons which is an increase from 4,195 persons in 2001; this represented a 1.49% growth rate for the inter-censal period. The population is projected to increase to 5,642 in the year 2021 and a further increase to 6,447 in 2030.

TRANSPORTATION

Public Transportation Centre

The main mode of transportation within this local planning area is by means of private motor cars and public taxis and minibuses. There is no designated transportation centre to facilitate public movement in and out the local planning area. Vehicles converge at the Texaco gas station and along an adjacent roadway in the vicinity of the Discovery Bay police station. The taxis use this area as the focal points for the picking up and setting down of passengers to take in and out of the Discovery Bay area. Additionally, the picking up and setting down of

FIFTH SCHEDULE, *contd.*

passengers take place arbitrarily along the Discovery Bay Main Road and the North Coast Highway causing problems for other road users. Bus stops/sheds are however present along the road.

POLICY DB T1 The local planning authority will identify and secure suitable lands to be developed as a Transportation Facility.

POLICY DB T2 Where practical and feasible the local planning authority will seek to encourage the appropriate authority to allow temporary parking along the Main Road to accommodate and facilitate those who use public transportation until there is construction of a permanent transportation centre.

There are usually a considerable number of vendors in public transportation centres conducting their activities. Their movement at times causes increased traffic delays. The local planning authority will ensure that the authority responsible for its operation take the necessary steps to control the number of vendors and their activities on the premises.

POLICY DB T3 The local planning authority will seek to ensure that transportation centres are provided with amenities necessary for the use and comfort of the commuters such as snack counters and toilet facilities and that vending activities are regulated.

Road Network

Road network and reservation within the area is in a fair to good condition. The North Coast Highway also runs through the local planning area in an east to west direction. This section of the roadway is in good condition and is equipped with such as sidewalks, lay-bys and proper lighting. However, along the inland roadways sidewalk facilities are lacking and the provision of access ways for the disabled are close to none. The road network system is designed to facilitate both vehicular and pedestrian movement throughout the town. The streets however are very narrow with some areas having no sidewalk reservation resulting in pedestrians walking onto the roadway. This situation worsens when motorists park along the roadways.

POLICY DB T4 Development proposals which would be likely to create or worsen unacceptable traffic conditions will not be supported unless satisfactory mitigation measures can be provided in keeping with the appropriate Road Authority.

FIFTH SCHEDULE, *contd.*

- POLICY DB T5 The planning authorities will support the rehabilitation of the existing road network or the construction of new roads in order to facilitate a smooth flow of through traffic and improve traffic circulation in the planning area if and when activities are proposed.

Vehicular Parking (Public and Private)

Parking facilities are limited throughout the local planning area. Vehicles are normally parked along the roadside inhibiting pedestrians and vehicular movement. Commercial development within the area are lacking parking for its customers and so persons park at the Total gas station nearby or on the roadway.

- POLICY DB T6 New developments will be required to provide adequate on-site parking facilities or where feasible on an alternate site, in a suitable location to the satisfaction of the local planning authorities. Adequate provisions should also be made for service vehicles on the premises as well as for permit parking.

- POLICY DB T7 The local planning authority will identify suitable lands for the development of off-site parking facilities to supplement the parking needs within the town and seek to have the local authority develop them for purpose.

CONSERVATION OF THE NATURAL AND BUILT ENVIRONMENT

The Natural Environment

Discovery Bay is formerly known as Dry Harbour and is an important place in the Jamaica's history. It is said to be the place Columbus first set foot on Jamaican soil in May 1494. It is also the home to the islands most well-known Coral Reef community and the Discovery Bay Marine Laboratory. In the Old Fort area, there are large strands of Mangroves. There are also several depressions, sinkholes and caves located in the area especially in the Fortland Road area.

- POLICY DB C1 The local planning authority will co-operate with the relevant authorities that are responsible for conservation in the entire Coral Reef Conservation Area to ensure that measures being undertaken on land to control the effects of and measures to prevent flooding are satisfactory and will not be detrimental to it.

- POLICY DB C2 Planning permission will not be given for any development which will result in the wide scale destruction of the coastal mangroves that protect the area's coastline.

FIFTH SCHEDULE, *contd.*

POLICY DB C3 The local authority will seek to protect conservation areas as identified on the proposed zoning map.

The local planning area also has a Ecologically Sensitive Area (ESA) namely the Bengal Ecologically Sensitive Area. the area was declared as changes within this area may negatively affect species, ecosystem services, livelihoods and the quality of life. The site is also currently under threat from development pressure or have been identified as possessing strong potential towards being impacted by these pressures in the near future.

POLICY DB C4 Any development within the Ecologically Sensitive Areas (ESAs) will be assessed on its own merit and will be subject to restrictive conditions by the relevant planning authorities.

The Rio Pen Cave located within the boundary of the local planning area however there is no significant specie associated with this specific cave. All caves play a part in balancing the ecosystem and should be conserved and be kept clear of debris.

POLICY DB C5 The planning authority will not support in any way and will resist any interference, excavation, development or exploitation of any caves especially where they are part of the natural eco system.

There is also a Special Fishery Conservation Area (Fish Sanctuary) located in the Puerto Seco Beach area and extends out to the Discovery Marine Laboratory. This venture is operated by the National Fisheries Authority by the Ministry of Agriculture, Fisheries and Mining under the Fisheries Act, 2018. The area was declared a Fish Sanctuary in 2009 and then later declared a Special Fishery Conservation area in 2012. This area is anticipated to increase fish population affected overfishing, habitat degradation and some factors of pollution. These areas will over time improve economic opportunities for fishers and increased opportunities for eco-tourism.

POLICY DB C6 The planning authority will not support any on land activity that will be injurious to the areas demarcated as Fish Sanctuaries/Special Fisheries Conservation Area

There are several beaches, both fishing and bathing, located within the local planning area. The Puerto Seco bathing beach is a much-used bathing facility. It is a well-developed beach with the necessary facilities. It is prudent that the relevant authorities restrict the intensity of development within this general area. It is being recommended that developments on beach lands should be of a temporary nature, low density and should not reduce strategic views. The local planning authority will seek to ensure that residents and visitors are able to have access to the beach and coastline.

FIFTH SCHEDULE, *contd.*

POLICY DB C7	Planning permission will not be allowed for any development which will restrict the local populace the use of the Puerto Seco public bathing beach or will destroy the amenity of the beach.
POLICY DB C8	Planning permission will not be granted for any development which will restrict residents and visitors from gaining access to the beaches <i>via</i> established pathways for bathing, fishing or recreational use.
POLICY DB C9	The local planning authority along with the relevant authority should ensure that fishing and bathing beaches are properly demarcated and equipped with the requisite amenities.
POLICY DB C10	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 DB C11	All new or extension to existing developments along the coastal area should be of a temporary nature, low density and will be set back in accordance with the guidelines provided in Figure 4.

Views and access to beaches should be maintained especially where tourism facilities are located within the local planning area. Building siting and design should be such that clear visual corridors of the sea are maintained (windows to the sea) at appropriate intervals.

POLICY DB C12	Proposals for high buildings will not be allowed in or adjacent to strategic view points and land marks.
POLICY DB C13	The set back of buildings from side property boundaries shall be determined by their height and density and shall not be less than 5 metres.
POLICY DB C14	The set back of buildings from the high-water mark in area where this has not been indicated on the land use proposal plan and in the policies should be in accordance with Figure 4.

The Built Environment

Discovery Bay Local Planning Area has a few historical and archaeological heritage sites that should be protected. These sites inform individuals of our national history and include Columbus Park which is an open-air museum facility featuring various Columbian and Colonial Artefacts. These sites are declared

FIFTH SCHEDULE, *contd.*

national heritage sites by the Jamaica National Heritage Trust and should be preserved. There are also the Monument commemorating Columbus's arrival at the Quadrant in the area.

POLICY DB C15 There is a presumption in favour of the preservation of historic buildings, monuments and structures and their special architectural and historic character. Proposals for the alteration, use and extension of such buildings should not affect its architectural or historical character.

POLICY DB C16 The monument commemorating Columbus' arrival at Quadrant Wharf in Discovery Bay shall as far as possible be reserved for the benefit of future generations. Hence, planning permission will not be allowed for development along the Old Folly beach area which will result in its alteration or demolition unless it can be shown that such development can occur without adversely affecting its integrity.

The Immaculate Heart of Mary Anglican Church is a very historic Georgian building constructed of brick, cut stone, concrete. This building is a place of interest as heritage site and its architecture makes it a place of interest to many individuals.

POLICY DB C17 Planning permission will not be given for any development that would damage any building or monument which is of historic importance or which would adversely affect its setting.

Overwater structures 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. (See policies SP OWS1-SP OWS7). The development of overwater structure should be in accordance with the guidelines in "Overwater Structure Development" under Sectoral Policies (SP OWS1-SP OWS7) and their justification.

HOUSING

The Discovery Bay Local Planning Area is ranked as being the fifth most populated local planning area in St. Ann. Agricultural holdings overtime have been converted into large residential developments. These new housing developments are mainly located in the Bengal, Bridgewater, and Puerto Seco area. Housing infrastructure within the Discovery Bay Local Planning Area is predominantly single-family residential units, constructed mainly of concrete. The housing units

FIFTH SCHEDULE, *contd.*

are characterized by one two and three storey buildings, resort residential and multi-family developments.

The STATIN 2011 Population Census Housing data recorded Discovery Bay as having a total of 1,748 dwelling units which accommodated 1,816 households. Calculations show that there is a surplus of 68 dwelling units. Presently there is no demand in increasing housing density due to the local planning area's present population. However, Discovery Bay is poised for increases in population and residential density due to its proximity to major goods, services and employment opportunities as well as due to its coastal location with the thriving tourist industry and so if the need arises for more residential developments, suitable lands will be identified by the local authority.

- | | |
|--------------|---|
| POLICY DB H1 | The local planning authority will normally support residential developments in areas where it is in accordance with the development densities and standards which satisfy the Relevant Planning Guidelines. |
| POLICY DB H2 | Permission will be given where necessary for single family residential development which would be small in scale on lot sizes which meet the requirements set out in Appendix 20 Minimum Lot Sizes for Single family Residential Development and Appendix 21 General Considerations for Setback for Selected Buildings. |
| POLICY DB H3 | Density shall not exceed 125 habitable rooms per hectare (50 habitable rooms per acre) and 250 habitable rooms per hectare (100 habitable rooms per acre) in areas identified for high density on the land use proposal map and be in accordance with Appendix 11 and Figure 1. |

Housing developments should however be firstly supported in existing settlements and premature subdivisions rather than in areas that are located far from the existing infrastructure. Also, multifamily development will be supported in areas where the topography, lot size and infrastructure can accommodate them. Areas for this type of development are within the Bridgewater/Bengal/Puerto Seco area and along appropriate sections of the coast.

- | | |
|--------------|--|
| POLICY DB H4 | The erection of multi-family type developments (apartments and town houses) will be supported in areas where they can conform to all required standards as stipulated by the local planning authority and in accordance with POLICY DB H3. |
| POLICY DB H5 | The planning authorities will not support any new multi-family development (apartments/townhouses) except |

FIFTH SCHEDULE, *contd.*

where the amenity areas are provided as stipulated at the rate outlined in Appendix 11 of this Development Order can be met.

The need for affordable housing or land for such activity usually gives rise to informal settlements where it is not readily available. There are several informal communities located within the planning area boundary in the Old Folly and Fordland's Road area. The local planning authority will support its regularization and upgrading where the sites are suitable for development or relocation where the sites prove otherwise.

POLICY DB H6 Where there are plans to regularize existing informal settlements, the local planning authority will seek to ensure that the activity is undertaken in such a way that it provides a safe and orderly developed locality for the residents.

POLICY DB H7 In areas where it is feasible to regularize existing informal settlements, the planning authorities will work with the relevant authorities in doing so or will alternatively identify sites for their relocation.

POLICY DB H8 In order to satisfy low-income housing demand a mixture of housing types will be encouraged in large scale developments at suitable locations.

Discovery Bay is predominantly a residential community, in many instances, mixed uses occur where residential and other uses occur either on the same lot or on the same building. These establishments should be compatible with residential use and be ancillary to the use of the lot. Signs and hoardings should be kept to a minimum and should not diminish the residential nature of the area.

POLICY DB H9 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 and similarly for commercial areas.

The local planning authority will normally support the subdivision of land for homestead and farmstead use which will allow for the retention of economically viable agricultural plots.

POLICY DB H10 New housing development in the area will be supported on agriculture lands when and where the needs arises for such development. In such cases, the agricultural use should ancillary to the residential development giving its priority.

FIFTH SCHEDULE, *contd.*

SOCIAL AMENITIES

The Discovery Bay Local Planning Area is serviced by police station, post office, the marine coast guards, schools and a library. Currently the provision of public open spaces and recreational places are limited within its boundary.

- | | |
|---------------|--|
| POLICY DB SA1 | The local planning authority will support the expansion and upgrading of all social facilities and will be locate lands for that purpose should the need arise. |
| POLICY DB SA2 | Developments that would decrease or eliminate any of the social facilities in the Discovery Bay Local Planning Area will not be supported unless being replaced with a similar facility of equal or greater stature in the locality. |
| POLICY DB SA3 | The use of existing social facilities for other compatible uses will be supported by the planning authorities provided individual requirements are met and these would not be out of character with the area. |

Open Space/Recreation

The local planning area has a few recreational open areas and a community centre however due to the width and span of the area the designated recreational areas are not sufficient to service the local needs. In establishing new housing developments land must be reserved for open space and other recreational purposes. This will be in addition to any reservation required for other amenities such as schools.

- | | |
|---------------|---|
| POLICY DB SA4 | The provision of a multi-purpose facility to be used as a community centre for a wide range of activity including educational purposes such as technical or skills training will be encouraged by the local planning authority. |
| POLICY DB SA5 | All new developments shall reserve lands for the recreational needs of the residents in the development and ownership be endorsed on the individual titles. |
| POLICY DB SA6 | All lots within Discovery Bay Local Planning Area that are zoned as public open spaces, or for recreational uses, shall be developed only for such use and the planning authorities will not support any other activity that conflict with the proposed zoning. |

Educational and Institutional

The local planning area is equipped with educational institutions ranging from early childhood to tertiary/vocational institution. There is a health centre in the local planning area however it is not for the public use. It is owned by Discovery

FIFTH SCHEDULE, *contd.*

Bauxite Operations Limited and leased and operated by a private personnel and so there is a need for a health centre within the area. The nearest health centre is located in Runaway Bay and the services will not adequately supply both local planning areas. However, these institutions will over time need upgrading and possible expansion to continue serving the area and surrounding communities. Therefore, lands that are occupied and zoned on the local area planning map for institutional purposes should only be used for the said purpose or for the housing of facilities that will serve the needs of the community.

POLICY DB SA7 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 DB SA8 The local planning authority will assist in identifying lands within the local planning area to establish additional educational and institutional facilities as the need arises which should conform to the guidelines in Appendix 19.

Cemetery

There is no public cemetery located within the boundary of the local planning area. There are no available lands within that area to serve as a public cemetery and as such the local planning authority should explore and promote other interment options which would conserve land space or which may be incorporated into public open spaces. Presently burials within the area occur primarily on church property or in the Browns Town cemetery. Suitable site(s) should be considered for the establishment of a public cemetery. The St. Ann Municipal Corporation have identified available lands within the parish (near Tobolski in Brown's Town) to serve as a parish cemetery. Other interment options which conserve land space will also be examined.

POLICY DB SA9 The local planning authority will support the use of crematoria and other approved interment options provided that the relevant planning, health and environmental standards are met.

POLICY DB SA10 The local planning authority will identify suitable lands and seek to have it developed as a public cemetery, once this facility is in existence, the practice of onsite/family plot burials will not be supported by the local planning authority.

URBAN ECONOMY

The urban economy within the area is lacking as there are minimal commercial establishments. This contributes to residents commuting to the neighbouring local

FIFTH SCHEDULE, *contd.*

planning areas of Browns Town, St Ann's Bay or Ocho Rios to get goods and services. There are however light commercial activities for example bars, small shops, restaurants that are located along the North Coast Highway. Although a Farmers Market is present in the area, a well-developed market facility with stalls for craft vendors as well as for ground provisions, fruits and vegetables with parking facilities is needed. These ventures are however mixed-use developments as most are connected to a residential dwelling.

- | | |
|---------------|---|
| POLICY DB UE1 | The local planning authority will consider favourable proposals for new commercial and office activities in the Discovery Bay Local Planning Area, which would increase the range and quality of the local facilities and services and are readily accessible to residents. |
| POLICY DB UE2 | A market with space for dry goods and craft vendors and adequate parking facilities should be provided for the area. This preferably should be constructed on the lands where the existing farmers market is located or where the previous market was erected. |
| POLICY DB UE3 | Compatible mixed uses will be encouraged by the local planning authority as outlined on the proposed land use zoning map. |
| POLICY DB UE4 | Light industrial, cottage and service industries which are compatible with the general character of the area and have no adverse impact on the environment will be encouraged in the Discovery Bay Local Planning Area. |

Commercial and office complexes are a focal point of the Discovery Bay Local Planning Area with these activities being concentrated in the core. Without proper planning guidance, the interior residential lots could be converted to uses which create a nuisance for residents and compromise the residential character and integrity of the area.

- | | |
|---------------|---|
| POLICY DB UE5 | The planning authority reserves the right to reduce/vary the planning parameters for office or commercial uses as outlined in Figure 1, based on proposal specific considerations. Where such developments are contemplated the privacy and enjoyment of neighbouring dwellings should not be adversely affected. |
|---------------|---|

SUB-URBAN ECONOMY

The main economic activity in the suburban areas of the local planning area is agriculture. This however is on the decline as agricultural lots are being divested and developed as residential subdivisions. Class V agriculture lands are located in

FIFTH SCHEDULE, *contd.*

the boundaries of the local planning area and these are lands that are marginal for cultivation with major limitations and should be used for urban activities

POLICY DB SUE1 The local planning authority will support the development of alternative and innovative agricultural activities which will utilize underutilized agricultural lands as long as the activity is in keeping with any surrounding residential uses in the area.

The development of small-scale industries in the home can bring supplementary income to families. These should not be un-neighbourly activities and should at all times not have adverse effect on the environment.

POLICY DB SUE2 The planning authorities will support the establishment of small scale or other income generating activities in homes or adjacent to a rural settlement which will not be a nuisance to neighbours or have any adverse impact on the environment.

TOURISM

Discovery Bay has developed into a major resort area of St. Ann behind Ocho Rios and Runaway Bay. The area has tremendous potential to develop its tourism product. Its history, location and areas of ecological and recreational significance are factors that can be establish and expound on. Resort/hospitality tourism options can also be supported in the local planning area. All the facilities will be encouraged in areas which can be satisfactorily accessed while the hospitality tourism will be along the coast. There are several guest houses along with resort residential properties within the local planning area boundary some of which are located along the coast with access to the beach. Discovery Bay is located in proximity to numerous large-scale hotels there is also potential for the area to expand its economic intake by tapping into the large-scale hotel and tourism industry. This could also be expanded through the promotion of its historic/ecological value as well as its coastal location.

POLICY DB TO1 Development in the area which improves or expands the range of tourist facilities will normally be permitted provided the requisite guidelines set out by the relevant authorities are followed.

POLICY DB TO2 The planning authority will be minded to support bed and breakfast type developments in order to foster greater community participation in the tourism industry.

POLICY DB TO3 The planning authority will normally support proposals for eco and heritage-tourism activities as long as the

FIFTH SCHEDULE, *contd.*

developments are not detrimental or incompatible with the natural environment.

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

POLICY DB TO5 The planning authority will support proposals for development of small-scale cottage type accommodations such as villas and guesthouses as long as these are not detrimental or incompatible with the area.

WATER SUPPLY

The Discovery Bay Local Planning Area's water supply is currently provided by the National Water Commission through a series of pumps and lift stations. Data from STATIN shows that eighty-two percent (82%) of the households within the area receive water from the public source, eleven percent (11%) from private sources and the remaining percentages from the rivers/springs and trucks. Some of the facilities supplying potable water are in need of rehabilitation and expansion in order to improve the regularity of water supply.

POLICY DB 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 economical, safe and a sustainable source of quality water when captured and stored in a correct manner. The use of catchment tanks should be encouraged.

POLICY DB WS2 All new developments shall be required to provide rainwater harvesting facilities or other suitable water sources to satisfy the needs of the development.

POLICY DB WS3 The local planning authority will not, in any way, approve any development that will threaten any streams or rivers which is a source of water for public use.

WASTE TREATMENT AND DISPOSAL

Sewage Disposal

Sections of the Discovery Bay Local Planning Area has several centralized sewage treatment facility that supplies the housing subdivisions. Water closets that are not shared among housing units account for 67.7%, while 17.9% uses pit

FIFTH SCHEDULE, *contd.*

latrines as method of sewage disposal. To ensure a healthy environment the minimum acceptable standard of a Ventilated Improved Pit latrine (VIP) pit latrine will be acceptable while the ultimate aim should be to have a water closet in all buildings.

- | | |
|---------------|--|
| POLICY DB WT1 | New developments or extensions should have sewage facilities that treat the waste to at least a secondary level by any safe and appropriate waste disposal technology as may be developed from time to time that is acceptable to the local planning authority and other appropriate agencies. |
| POLICY DB WT2 | Permission will be granted to public or private developers who desire to develop a central sewage system for new and existing developments once the proposal is not in conflict with surrounding land uses. |
| POLICY DB WT3 | The local planning authority will support the use of any sewage disposal methods in the area they are approved or recommended by the Ministry of Health and Wellness and the NRCA. |

Solid Waste Disposal

Routine solid waste collection is present within the area, of which 62.6% of the households are serviced by the relevant authority which is North East Parks and Market (NEPM). 0.1% of accesses private garbage collection, 31.9% burn their garbage and 0.6% bury their waste. Introduction of some methods of recycling along with a repository in a central location would diminish the amount being disposed of indiscriminately and relieve the situation.

- | | |
|---------------|--|
| POLICY DB WT4 | Owners of buildings are expected to have proper garbage disposal facilities on their premises and the local planning authority will not approve any new buildings or extension devoid of such facilities and will encourage the relevant authority to have large garbage receptacles placed in public areas as a repository. |
| POLICY DB WT5 | Planning permission will not be given for waste disposal operations likely to have an adverse effect on public health and safety. |

CLAREMONT LOCAL AREA PLAN

Claremont is categorized as a District Centre according to the 1978–1998 National Physical Plan and as a growth area in the STATIN Population Census. Claremont local planning area is a rural community located in eastern St. Ann. Its closest local

FIFTH SCHEDULE, *contd.*

planning areas are Moneague, St. Ann's Bay and Bamboo, which are located approximately 8km (5 miles) southeast, 10km (6.2 miles) north and 11km (6.8 miles) northwest respectively. The local planning area spans an approximate area 8.82 square kilometres (2,179.72 Acres) to include several communities.

Some of the communities include Beechamville, Harmony Hall, Rural Retreat Brunswick and Coultart Grove with boundaries starting from the point where Barrett Hall Road meets Brunswick Street; north-westerly and along Brunswick Street to where it meets the Alexandria/Claremont secondary road; South-westerly and along Alexandria/Claremont secondary road to where it meets Church Street opposite Juan White's premises; north-westerly and along Church Street to where it meets a track at Mr. Williams' premises; north-easterly then north-westerly and along this track to where it meets Averham Park P.C.R. at the tank; north-easterly and along Averham Park P.C.R. to where it meets Tawes Road; north-easterly and along Averham Park P.C.R. from this point for approximately 450 meters to where it meets a track on the right; north-easterly and along the track to where it meets the St. Ann's Bay/Claremont main road approximately 300 metres above its intersection with Trafalgar Road; south-easterly and along the St. Ann's Bay/Claremont main road to Reynolds' property gate (Adstock gate); north-easterly from this point in a straight line to the intersection of a track leading to Broad Street and a road leading to Steerfield Community Centre; south-easterly and along this track to a point opposite the western boundary of Reynolds' property; south-westerly from this point in a straight line to and along Reynolds' property boundary to where it meets the Claremont/Moneague main road at the eastern boundary of HEART Training Centre; westerly and along this main road to where it meets Reynolds' property boundary at Mr. Mina Brown's house; south-easterly along Reynolds' property boundary to Grace Miller's property boundary; north-westerly along Grace Miller's property boundary to Tank Street; south-westerly along Tank Street to where it meets Barrett Hall Road; north-westerly and along Barrett Hall Road to the starting point.

There are 3,720 persons (STATIN 2011 Population Census) residing within the local planning area; with a density of 422 persons per square kilometre. The local planning area has been slowly decreasing over the last decade as the population decline by approximately 1.2 percent since 2001. An annual growth rate of 0.122 percent was recorded for the inter-censal period (2001 – 2011). Assuming that this growth rate remains constant it is projected that the population will further decrease to 2,947 persons by the year 2030.

Claremont Local Planning Area was first called "Finger Post" until it was renamed in honour of the first house built there, "Clermont House". The countryside around the town has for centuries been home to the wealthy landed gentry, and still today is dotted with estate houses. The clock located in the heart of Claremont has excellent building lines. This clock functions but does not chime. This condition

FIFTH SCHEDULE, *contd.*

is attributable to the good care by a local resident. It was presented to Claremont by Tom Dobson Esq. in 1915. Claremont is known for its farming economy and these lands can be used for both agriculture and urban expansion.

TRANSPORTATION AND TRAFFIC

Claremont 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. The main thoroughfare which traverses the local planning area is the St Ann's Bay to Golden Grove / Moneague main road or the St Ann's Bay to Alderton main road. These thoroughfares connect other local planning areas to the parishes of St Catherine and Clarendon. The appropriate General Development and Transportation and Traffic Sectoral Policies of this Order may be applied where relevant.

Public Transportation Centre

Claremont transportation centre plays a dual role as it is located on the same property as the Market, thus customers to the Market utilise the parking area which is also occupied by the taxis and some mini buses. The Commissioner of Lands owns the property which houses the Market and the Transportation Centre along the Claremont to St Ann's Bay main road and is situated in the core of Claremont.

It is recommended that appropriate lands be allocated for the construction of a Transportation Centre, or the renovation and upgrade of the Market and Transportation Centre as adequate land space is available. This Complex or Centre must be built / renovated and operated by the local planning authority to alleviate traffic congestion within the town centre. This congestion occurs due to the lack of parking provisions for public passenger vehicles and adequate parking to support business in the area.

POLICY C T1

The local planning authority will seek to have the local authority upgrade the Claremont transport centre and ensure that on completion:

- (i) all public passenger vehicles operates from this facility;
- (ii) transportation routes and bays are clearly identified and marked to facilitate smooth operation of the facility;
- (iii) 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.

FIFTH SCHEDULE, *contd.**Road Network*

The Claremont to St Ann's Bay main road is generally congested within the town centre during peak hours. This situation is further exacerbated within the vicinity of the Market due to on street parking by customers, delivery trucks and business owners, compounded by illegal parking and the haphazard letting off and picking up of passengers by public transport. Based on the existing structures / layout of the town centre and the limited land space for road widening, compounded by 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 C T2 The planning authorities will support any rehabilitation of the arterial or any other roads in the area so as to improve or add adequate facilities, for the use and safety of pedestrians and persons with disabilities. POLICY SP T10 also applies.

POLICY C T3 The local planning authority will seek to have the relevant authority construct lay-byes where possible along the roadways to facilitate the picking up and setting down of passengers.

The provision for pedestrian environment in Claremont 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 trees for their comfort and paved the sidewalks in front of their buildings.

POLICY C T4 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.

Vehicular Parking

The town of Claremont is heavily utilised by pedestrians and vehicular traffic. Like many older towns in Jamaica, the area has inadequate parking spaces both on and offsite. As a result vehicles are often parked along roadsides inhibiting pedestrians and vehicular movement, resulting in undue traffic congestion.

FIFTH SCHEDULE, *contd.*

POLICY C T5 To avoid increased congestion within the town centre, the local planning authority will seek to have the responsible road authority allow on-street parking where it does not affect the free flow of traffic and is not detrimental to pedestrians and other road users on a time sharing basis.

POLICY C T6 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 8), unless it is impractical or not feasible to do so; in which case alternative arrangements for parking will have to be made and approved by the local planning authority.

There are some developments within the urban core that are constructed at one to one (1:1) lot coverage. This does not allow for parking or delivery of goods resulting in traffic congestion. 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 C T7 The local planning authority will seek to identify and secure suitable lands for the development of parking facilities to supplement the parking situation 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 used as a guide for this purpose.

POLICY C T8 All commercial car parks should have at least ten percent of the parking area landscaped to the satisfaction of the planning authorities.

POLICY C T9 All outdoor parking lots shall make use of parking surface techniques indicated in the relevant section of "Permitted Development."

CONSERVATION OF THE NATURAL AND BUILT ENVIRONMENT

The Natural Environment

The Claremont Local Planning Area landscaping is undulating with sections that are heavily vegetated and are rich in natural resources as it has a wide variety of flora and fauna.

POLICY C C1 Planning permission will not be granted for any form of development that will in anyway result in wanton destruction of the heavily vegetated areas.

FIFTH SCHEDULE, *contd.*

POLICY C C2 The planning authorities will ensure that environmentally sensitive or vulnerable areas will be reserved as natural areas and greenbelt preserves for recreation whenever possible and used as open space buffers between incompatible land uses.

The local planning authority should ensure that new and existing developments do not impede the natural drainage flow which could result in flooding. Additionally the local planning authority should ensure that drains are constructed and maintained along the roadways.

POLICY C C3 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 C4 The local planning authority should ensure that drainage channels are built along roadways and maintained.

Considerations should be taken when granting permission for buildings and other forms of development that there are no adverse impacts on the environment.

POLICY C C5 Planning permission will not be granted for any form of development that will in anyway result in wanton destruction of the heavily vegetated areas.

POLICY C C6 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.

The Built Environment

The Claremont Local Planning Area is characterised by one and two stories 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 C C7 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

Currently there are no declared national monuments or heritage sites located within the Claremont local planning area. However, if there are aspects of the built

FIFTH SCHEDULE, *contd.*

environment which add to its historical or archeological character area representation should be made to the Jamaica National Heritage Trust to have these recognized and declared.

The historic Beechamville Methodist Church which was opened in 1841 is the largest Methodist Church outside of Kingston and which highlight the legacy of the struggles of anti-slavery clergymen. The Beechamville Methodist Church is a very beautiful historic Georgian building constructed of brick, cut stone, concrete, and wood. This building is not a declared heritage site but its architecture makes it a place of interest to many individuals.

- | | |
|--------------|---|
| POLICY C C8 | Recommendations will be made by the local planning authority to the Jamaica National Heritage Trust, for any site which adds to the historical or archeological character of the local planning area to be declared historic buildings or heritage sites. |
| POLICY C C9 | Permission will not be given for the development of any declared heritage or archeological site without the approval of the Jamaica National Heritage Trust. |
| POLICY C C10 | Planning permission will not be allowed for developments which will result in the demolition of the historic Beechamville Methodist Church. |
| POLICY C C11 | Owners of property on which there are historic relics will be encouraged to restore and preserve these or ensure preservation and restoration in keeping with the recommendation of the Jamaica National Heritage Trust. |

HOUSING

Housing infrastructure within the Claremont Local Planning Area is predominantly single-family residential units, constructed mainly of concrete. The housing units are characterized by one, two and storey buildings and multi-family developments in some cases. The 2011 population census revealed that in the area there are 446 housing units and 545 households.

Currently there is a deficit in housing units based on the current population of 3,720 persons. With the population projected to decrease to 2,947 persons by the year 2030; as such an additional 420 housing 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 housing policies in the Sectoral Policies of this Order may be applied where applicable and necessary.

FIFTH SCHEDULE, *contd.*

POLICY C H1 Residential single-family unit or duplex dwellings will be allowed on lots in the area which satisfy the relevant planning guidelines.

POLICY C H2 Proposals for high density residential developments will normally be considered once all planning and environmental standards are met.

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.

POLICY C H3 In order to satisfy low-income housing demand a mixture of housing types will be encouraged in large scaled developments at suitable locations.

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 C H4 Industrial and commercial uses not providing an essential service will not normally be located within a residential community.

POLICY C H5 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 C H6 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

Claremont Local Planning Area has a very vibrant commercial core. Commercial activities consisting of small business operations such as restaurants, grocery, retail stores, gas station, light industries and bars can be found in the town centre. Claremont Local Planning Area 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

FIFTH SCHEDULE, *contd.*

be supported in designated areas as shown on the Claremont Local Planning Area Land Use Proposed Zoning Map. The appropriate policies set out in the Fifth Schedule of this Order may be applied where relevant.

POLICY C 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 on lands zoned for the purpose on the land use proposal map.

POLICY C 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 building/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 C 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.

Commercial and office complexes are a focal point of the Claremont Local Planning Area with these activities being concentrated in the core. Without proper planning guidance, the interior residential lots could be converted to uses which create a nuisance for residents and compromise the residential character and integrity of the area.

POLICY C UE4 The planning authority reserves the right to reduce/vary the planning parameters for office or commercial uses as outlined in Figure 1, based on proposal specific considerations. Where such developments are contemplated the privacy and enjoyment of neighbouring dwellings should not be adversely affected.

The Claremont Market at present is located within town's centre; this facility is underutilized. It is important that this market be maintained as it contributes to the economy of the area especially as there is a push towards the establishment of commerce and industries to facilitate agricultural growth and development in the local planning area and the adjoining communities.

POLICY C UE5 The local authority will support improvements to the market facility so that it is attractive to both vendors and all customers in terms of layout of stalls, shelter and sanitary conveniences.

FIFTH SCHEDULE, *contd.*

- | | |
|--------------|--|
| POLICY C UE6 | The local planning authority will not grant planning permission for any activity to replace a converted market facility to a non-commercial use unless a suitable alternative site can be identified for the location of the market. |
| POLICY C UE7 | The local planning authority will seek to have the local authority commit the retention of the Claremont Market and surrounding lands for the existing and future use or needs of the local planning area. |

SUB-URBAN ECONOMY

Agriculture was once the dominant economic activity in Claremont Local Planning Area. This has been on the decline and as a result subsistence farming is becoming the more dominant practice whilst large parcels of agricultural lands are under cultivated with minimal rearing of animals in the sub-urban areas. Crops and produce grown among other goods are sold daily within the town centre in and around the Claremont Market or transported to other markets. 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.

- | | |
|---------------|---|
| POLICY C SUE1 | Light industrial developments including agro-processing and cottage industries which are compatible with the general character of the area will be encouraged in Claremont. |
| POLICY C SUE2 | The local planning authority will support the development of demonstration farms as tourist attractions and encourage farmers to offer bed and breakfast accommodation to visitors where possible until the land is required for urban development as set out under the Local Area Plans. |

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 C 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 Claremont Local Planning Area has several community facilities to effectively function as such. These facilities not only serve the communities within the local

FIFTH SCHEDULE, *contd.*

planning area but also other communities. Residents have access to health, a range of educational, institutional, and social facilities. It is recommended that these public open spaces and recreational areas are upgraded and fitted with the required facilities to serve the residence of the local planning area.

- POLICY C SA1 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 C SA2 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.
- POLICY C SA3 New proposals for educational and institutional uses will be assessed on an individual basis and shall conform to all required planning standards where permission is granted.

Open Space/Recreational Areas

Public open spaces and recreational areas are located within the local planning area, however the facilities need upgrading. Upgrading of Prosper Hall and Rural Retreat public open space inclusive of the construction of a multi-purpose community centre that is accessible to all residents is recommended.

- POLICY C SA4 The local planning authority in conjunction with the relevant authorities will seek to facilitate the upgrading and the development of all lands identify within the local planning area to be used for recreational purposes including the construction of a multi-purpose community centre.
- POLICY C SA5 All lots within Claremont 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 C SA6 No structure shall be allowed on any public open space that does not complement the use thereof.

FIFTH SCHEDULE, *contd.**Cemetery*

The Claremont Public Cemetery is located within the Claremont Local Planning Area is fast approaching its carrying 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 cemeteries located in local planning areas or continue the practice of family plot burial which the local planning authority will not normally support.

POLICY C SA7 The local planning authority will seek to identify suitable lands to expand the existing cemetery or to establish a new public cemetery.

POLICY C SA8 The local planning authority will support the use of crematorium and other alternatives as a form of burial.

TOURISM

There is potential for the tourism industry in Claremont Local Planning Area to strengthen its economic base. The local planning authority will also support the implementation of programmes that will encourage eco-tourism and cultural/heritage to stimulate tourism growth within the local planning area.

POLICY C 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.

Tourism facilities will be encouraged in the residential area to add to its economic activities. However, this should be compatible with the amenities and the interests of residents should be safeguarded.

POLICY C TO2 The Planning Authority will normally support eco-tourism developments which do not result in the alteration or degradation of supporting ecosystems.

WATER SUPPLY

The Claremont Local Planning Area's water supply is currently provided by the National Water Commission. Statistical Institute of Jamaica Census Data (STATIN 2011) reveals that approximately eighty-seven (87%) percent of the households in the Claremont Local Planning Area have access to public water facilities, however the supply is sometime intermittent thus most household has tanks. In addition to the General Development and Sectoral Policies the authorities will apply the undermentioned policy in this area.

FIFTH SCHEDULE, *contd.*

- | | |
|--------------|--|
| POLICY C WS1 | The local planning authority will ensure that the relevant authorities upgrade and implement public water supply system to adequately service the local planning area. |
| POLICY C WS2 | The construction of rainwater catchment tanks will be encouraged by the Planning Authorities for residential developments and areas without public water supply. |

WASTE TREATMENT AND DISPOSAL

Sewage Disposal

There is no centralized sewage disposal system in the Claremont Local Planning Area. Septic tanks are used along with absorption pits as the main method of disposal. STATIN Data (2011) reveals that twelve percent (12%) of the household used pit latrine, while eighty-two percent (82%) had water closets. However, all methods of disposal should conform to those recommended by the Ministry of Health and Wellness, the Natural Resources Conservation Authority (NRCA), the local authority and all other relevant authorities.

- | | |
|---------------|--|
| POLICY C WTD1 | 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"> (i) septic tanks and tile field; or (ii) Any other safe and appropriate waste disposal technology as may be developed that is acceptable to the planning authorities and other relevant agencies. |
|---------------|--|

Solid Waste Disposal

The collection and disposal of solid waste in the Claremont Local Planning Area is the responsibilities of the National Solid Waste Management Authority, with the physical activity being allocated to North-Eastern Parks and Market Limited (NEPM) along with private contractors. According to Statin 2011 census data, approximately seventy-eight percent (78%) of household in Claremont Local Planning Area have access to public garbage collection facilities.

- | | |
|---------------|---|
| POLICY C WTD2 | The indiscriminate and unsatisfactory disposal of waste will not be encouraged and the local planning authority will support the routine collection, disposal and recycling of such waste and the facilities to undertake same in areas identified for such disposal by it. |
|---------------|---|

The limited garbage facilities can have an adverse effect on the amenities and health of neighbouring properties and the general environment through the

FIFTH SCHEDULE, *contd.*

infestation of rodents and insects. The burning of garbage is not encouraged. All development should therefore make provision for proper waste storage collection in tamper and rodent proof devices.

POLICY C WTD3 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 until removed to a central disposal.

MONEAGUE LOCAL AREA PLAN

Moneague is predominantly a farming town with large agricultural lands. It is classified as a sub-regional centre by the National Physical Plan 1978-1998 and is ranked 6th in the parish by the STATIN 2011 Population Census. The area is approximately 2052.3 hectares and is located to the south of Ocho Rios and south-east of Claremont. Moneague consists of several communities which includes Blackstonedged, Faiths Pen, Gibraltar, River Head/Rio Hoe, Moneague Proper and Walkerswood.

The boundary starts at the point where the Grierfield /Moneague Secondary Road meets the Grierfield/Phoenix Park Road at Grierfield cross roads; northerly and along the Grierfield/Phoenix Park Road to where it meets an unnamed road; easterly and along this un-named road to where it meets a junction; easterly in a straight line to where it meets the Hadden P.C.R; southerly and along the Haddon P.C.R. to where it meets a section of the Moneague Lake; southerly and along the section of the Moneague Lake to where it meets the Riverhead/Goshen Secondary Road; westerly and along this secondary road for a short distance to where it meets the Moneague/Blackstonedged Secondary Road; westerly and along the Moneague/Blackstonedged Secondary Road to where it meets an un-named road; south-westerly and along this un-named road to where the un-named road intersects a parcel with Land Valuation Number 06902003206; southerly along the eastern boundary of this parcel to where it meets the Moneague to Mount Diablo Road; southerly and along Moneague to Mount Diablo Road to where it meets the North-South Highway (Edward Seaga Highway); north-westerly along the North South Highway to where it meets the Grierfield/Moneague Secondary Road; westerly and along the Grierfield/Moneague Secondary Road to the starting point where the Grierfield /Moneague Secondary Road meets the Grierfield/Phoenix Park Road at Grierfield cross roads.

The Unity Valley Dairy is one of the largest agricultural areas located within the Local planning area along with several greenhouses used for farming peppers and tomatoes for retail. The local planning area consists of schools, a college, library, cemetery, post office, police station. The market is not in use at the moment and so vendors use the road reservations along Main Street as a vending area.

FIFTH SCHEDULE, *contd.*

The STATIN 2011 Population Census data showed that Moneague had a total population of 3,851 persons comprising of 1,957 males and 1,893 females. The total population figures show a decrease of 535 persons in 2001 where the population stood at 4,386 persons and this represents a -1.292 growth rate for the inter-censal period 2001-2011. Assuming the growth rate remains constant, the population is projected to further decrease to approximately 3,008 persons by the year 2030.

TRANSPORTATION

Public Transportation Centre

Public transportation is available within the Moneague local planning area in the form of route taxis and minibuses which plies the Moneague to Ocho Rios and Moneague to St. Ann's Bay routes. There are also taxis that run to and from the various adjoining communities. There is no public transportation centre and so passengers are set down and picked-up along the bus stops and lay-bys along main thoroughfares. Currently the Moneague to Walkerswood Main Road at the square and at the Moneague Primary School are two areas that are used for the loading and off-loading of passengers.

POLICY Mo T1 Where practical and feasible the local planning authority will seek to encourage the appropriate authority to allow temporary parking along Moneague to Walkerswood Main Road to accommodate and facilitate the use of public transportation until there is construction of a permanent transportation centre.

POLICY Mo T2 The lot opposite to Moneague Primary and Junior High School, has been identified to be the site for a transportation centre and the local planning authority will seek to have the local authority acquire it for such purpose.

There are usually a considerable number of vendors conducting their activities in public transportation centres, which at times causes increased traffic delays. The local planning authority will seek to ensure that the authority responsible for its operation take the necessary steps to control the number of vendors and their activities on the premises.

POLICY Mo T3 The local planning authority will ensure that the transportation centre when constructed is provided with the necessary facilities and amenities for the use and comfort of commuters and the disabled, such as routes identified, snack counters and toilet facilities are provided and that vending activities are regulated.

FIFTH SCHEDULE, *contd.**Road Network*

The Moneague to Walkerswood Main Road (part is known as Main Street) is one of the main access route to the local planning area. Sections along this main road especially within the town becomes congested during peak hours. A mixture of residential and commercial buildings are located along this main road giving rise to a linear pattern of development. However, no provision has been made for sidewalks along the main road and other side roads extending from that end and as such, it is unsafe for pedestrian using them. There is therefore a need for the inclusion of sidewalks to increase the safety of these roads for pedestrians use.

POLICY Mo T4 The local planning authority will ensure that any rehabilitation of the main road or any other roads carried out in accordance with Appendix 6.

POLICY Mo T5 Development proposals which would be likely to create or worsen unacceptable traffic conditions especially in the vicinity of the by-pass will not be permitted unless satisfactory mitigation measures can be provided in keeping with the appropriate Road Authority.

Vehicle Parking (Public and Private)

Commercial establishments especially along the Main Street have been constructed without any provision of on-site parking facilities. This encourages parking along the main road which impedes pedestrian and vehicular movement in sections. The planning authorities will seek to encourage developers to make provisions for off-street parking to ensure efficiency of the road as it will allow traffic to flow more smoothly and with less interruption.

POLICY Mo T6 New developments will be required to provide adequate on-site parking facilities or where feasible a private car park on an alternate site, in a suitable location to the satisfaction of the Local Planning Authorities. Adequate provisions should also be made for service vehicles on the premises as well as for permit parking.

POLICY Mo 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 multi-storey garages to supplement the parking needs within the town.

CONSERVATION OF THE NATURAL AND BUILT ENVIRONMENT

The Natural Environment

The topography of the Moneague Local planning area ranges from relatively flat (approximately 327 metres above sea level) to gently undulating. The area has

FIFTH SCHEDULE, *contd.*

various vegetative covering inclusive of agricultural areas. Large scale removal of vegetation will not be allowed where it may have an adverse effect on the environment especially on slopes prone to land slippage.

POLICY Mo C1 Planning permission will not be granted for any form of development that will in anyway result in wanton destruction of the vegetation on unstable or potentially unstable land.

POLICY Mo C2 The local planning authority will seek to protect conservation areas as identified on the proposed land-use zoning map.

The Rio Hoe River which supplies part of the Moneague Area with water has been polluted by leachate from the Hadden Dump which is located on the outskirts (northeast) of the local planning area.

POLICY Mo C3 Developments north of and in the vicinity of Rio Hoe will not be allowed unless it can be shown that such developments will not have an adverse environmental impact on the quality of water.

The Moneague Lake has caused flooding in the area on several occasions after severe and prolonged rainfall. The size of the Moneague Lake fluctuates in keeping with the level of the underground water table. The lake overflows after any long, protracted period of heavy rains, when the natural drainage channels are blocked the water table is high. To mitigate against flood impacts a buffer zone of 30 metres from the edge of the lake will be applied to any development taking place in the vicinity.

POLICY Mo C4 Planning permission will not be given for developments which will adversely affect any water resources or the flow and quality of water of the Moneague Lake.

POLICY Mo C5 Agricultural and conservation developments shall be encouraged on flat areas in the vicinity of the Moneague Lake within the 1000 feet contour and there will be a “no build zone” as well as no urban developments within this area.

Despite the loss of some of the trees from the nursery in Moneague which includes specimen of hardwood and pine trees still remain. The nursery is also reported to contain some rare species of plants. There is potential for the nursery to be used as a picnic or recreational facility in addition to serving as a nursery. The St. Faiths Forest reserve is located within the Moneague Local planning area boundary. It was declared in 1950 by the Forestry Department and it covers approximately 64 hectares of land. The area is of karst topography with cockpits and conical hills.

FIFTH SCHEDULE, *contd.*

- POLICY Mo C6 Planning permission will not be allowed for such development which will further reduce the size of the nursery and the Forest Reserve except in circumstances where it can be shown that there are alternative sites which are suitable for residential purposes within or in close proximity to Moneague.

The Built Environment

The built environment within the Moneague Local Planning Area is characterized by one and two storey structures constructed of concrete and in some cases wood and zinc material. Building infrastructures has designs that are strongly influence by the nature and terrain of the local planning area. There are also several historic buildings and archaeological features located within the local planning area.

- POLICY Mo C7 The local planning authority will support the declaration of any site or monument as a historical monument or site provided that it meets the criteria outlined by the Jamaica National Heritage Trust.
- POLICY Mo C8 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.

Historical, Archaeological Sites and Buildings

The preservation and conservation of our declared historical sites and monuments add variety to the landscape and should be preserved for historical and tourism purposes. The Lake House, Moneague Inn and the Tavern in the local planning area are declared as a heritage sites by the Jamaica National Heritage Trust. Other important heritage sites that are proposed historical and archaeological sites are the Grier House, the Moneague Methodist Church, former Moneague Hotel, the Paddocks and the Phoenix Park Great House.

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

- POLICY Mo C9 The planning authorities will support and encourage the identification, recording, protection and enhancement of archaeological sites, ancient monuments and historic landscape features and will not approve permission for development which would lead to their damage or destruction unless discussed with the Jamaica National Heritage Trust Commission and special justification can be demonstrated.

FIFTH SCHEDULE, *contd.*

- | | |
|---------------|--|
| POLICY Mo C10 | The local planning authority will support the declaration of any site or monument as a historical monument or site provided that it meets the criteria outlined by the Jamaica National Heritage Trust. |
| POLICY Mo C11 | No permission will be given for any development within the vicinity of any national monument or protected site listed by the Jamaica National Heritage Trust until after consultation with the said trust. |

SUB-URBAN ECONOMY

The Moneague local planning area has vast amount of pasture lands as well as agriculture lands which are on lands rehabilitated after the cessation of bauxite mining activities. Unity Valley Dairy is a major dairy operation in the southern section of the local planning area. Although much of the land is not ideally suited for arable agriculture, improved pasture lands and the rearing of livestock is an important economic activity. There is also cultivation of food crops such as corn, yam, banana and peas as well as other cash crops which helps as income earners for the local planning area. These lands are located in a growth centre and will eventually be affected by urban development. However, agriculture pursuits will be permitted until the land is needed for urban development.

- | | |
|----------------|--|
| POLICY Mo SUE1 | 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 especially in the nature of urban development. |
| POLICY Mo SUE2 | Consideration will be given to small home based cottage type industries provided that there is no adverse impact on the area. |
| POLICY Mo SUE3 | Large holdings being used for improved pasture or other agricultural purposes will continue to be used until it is required for residential or other urban development in which time and the land will be released on a phase basis. |

MINERALS

Moneague is located in the bauxite mining belt of St. Ann. Evidence of mining activity in the form of rehabilitated lands are seen on the edge of the boundary of the local planning area.

FIFTH SCHEDULE, *contd.*

- POLICY Mo M1 Planning permission will not be given for developments in Moneague unless the agency or agencies are responsible for identifying and safeguarding the location of mineral reserves has given its approval for such proposal.

URBAN ECONOMY

Majority of the urban economic activities in Moneague are concentrated in the core. The area consists of a variety of commercial entities such as supermarkets, wholesales, hardware, gas station, shops, bars, restaurants and few light industries located at strategic points. There are also banks, offices and to achieve a more vibrant Local planning area special attention will be paid to further diversify the urban economy resulting in the creation of more jobs so as to have sustained and balanced development of the local planning area.

- POLICY Mo UE1 The local planning authority will encourage the development of commercial entities that will contribute to the economy of the area and will not detract from its character in any way or be detrimental to the environment.
- POLICY Mo UE2 Proposal for the extension of business premises will be permitted provided the visual amenity of occupiers of neighbouring properties is safe guarded.
- POLICY Mo UE3 Proposal involving the change of use of premises and sites to the establishment of light industries will be considered provided that the proposed use is compatible with the general character of the area and will not have an adverse impact on the environment.

There are several mixed-use activities present throughout the local planning area. Mixed uses such as residential and commercial or light industry and commercial activities on the same lot will be encouraged. However, where land uses are incompatible this will not be encouraged.

- POLICY Mo UE4 Mixed use developments where office, residential and commercial uses are housed on the same lot will be supported with strict requisites set by the local planning authority.
- POLICY Mo UE5 The local planning authority will encourage mixed use development such as residential and commercial at a ratio of 60:40 or commercial and residential at a ratio 60:40 respectively depending on the zoning where this

FIFTH SCHEDULE, *contd.*

is appropriate along the major thoroughfare and will at all times protect the compatibility of the uses.

Commercial and office complexes are a focal point of the Moneague Local Planning Area with these activities being concentrated in the core. Without proper planning guidance, the interior residential lots could be converted to uses which create a nuisance for residents and compromise the residential character and integrity of the area.

POLICY Mo UE6 The planning authority reserves the right to reduce/vary the planning parameters for office or commercial uses as outlined in Figure 1, based on proposal specific considerations. Where such developments are contemplated the privacy and enjoyment of neighbouring dwellings should not be adversely affected.

TOURISM

There is potential for tourism development within the Local planning area. The establishment of eco-tourism which makes use of the areas' natural environment along with the small-scale resort developments can significantly improve the locality's economic potential. Any activity that involves the sustainable use of the natural resources within the area will be encouraged.

POLICY Mo TO1 Planning permission will be given for the development of villas and other resort purposes on a small-scale in Moneague as long as they conform with the policies and guidelines set out for such developments and will not adversely affect the natural and physical environment of the area.

POLICY Mo 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.

HOUSING

Housing infrastructure within the Moneague Local Planning Area is predominantly single-family residential units and multi-family developments in some cases and are characterized by one and two storey buildings constructed mainly of concrete. The STATIN 2011 Population Census revealed that there are 1,369 dwelling units and 1,408 households within the local planning area. This shows a surplus of 39 dwelling units, however due to the projected decline in the population of the area by 2030, it is envisioned that lands within the local planning area will be more than sufficient to fulfil the housing needs of the local planning area. If the need arises for more housing units within the local planning area, then the local authority will identify suitable lands within or outside the urban fence for the purpose.

FIFTH SCHEDULE, *contd.*

- | | |
|--------------|--|
| POLICY Mo H1 | New single family detached housing development in the area will be supported where this is not in conflict with the agricultural potential of the land. Lands will be shown on the land use proposal map for residential purposes and housing development will be encouraged in these areas. |
| POLICY MoH2 | New residential developments in the local planning area shall be compatible with the nature and character of existing development. |
| POLICY Mo H3 | All new housing development and extensions to existing buildings should be adequately set back from property boundaries so as not to intrude on the privacy of residents. |

There are several incidences of informal settlements in the local planning area. In an effort to reduce sprawl of urban areas, various types of residential options should be encouraged by the local authority to mitigate against these settlements.

- | | |
|--------------|---|
| POLICY Mo H4 | In order to satisfy low-income housing demand a mixture of housing types will be encouraged in large scaled developments at suitable locations. |
|--------------|---|

The introduction of multi-family housing developments such as apartments, have played an essential role in meeting some of the nation's housing demand. If the need/demand arises for such development within areas zoned for residential purposes, each would have to be assessed on its own merit but should conform to as much as possible to the policy listed in the Appendix.

- | | |
|--------------|--|
| POLICY Mo H5 | The erection of multi-family type developments will be required to seek planning permission from the local planning authority and should conform to all required planning standards especially Appendix 11 and Figure 1. |
| POLICY Mo H6 | The planning authorities will not support any new multi-family development (apartments/townhouses) except where the amenity areas are provided as stipulated at the rate outlined in Appendix 18 of this Development Order can be met. |

There are several depressions and ponds such as the Moneague Lake identified in the Local planning area. To mitigate against pollution and possible flooding impacts no development will be allowed in proximity to these natural features. There have been incidents of flooding of the Moneague Lake whenever there are event of prolonged and heavy rainfall.

FIFTH SCHEDULE, *contd.*

- POLICY Mo H7 Housing developments will not be allowed in areas adjacent to rivers, lakes, ponds and streams which are likely to cause flooding, the setback shall be a minimum of 30 metres from the banks.

SOCIAL AMENITIES

The Moneague Local planning area has several basic social amenities necessary for standard rural living some of which includes churches, Type II health centre, library, schools, cemetery, post office, the Moneague College, tax office, playing field and police station. Currently the provision of public open spaces and recreation places are limited within its boundary.

- POLICY Mo SA1 The local planning authority will support the expansion and upgrading of all social facilities should the need arise.

Open Space and Recreational Area

The local planning area has a few recreational areas and a community centre; however these are inadequate to satisfy the local needs. In establishing new housing developments lands must be reserved for open space and other recreational purposes. This will be in addition to any reservation required for other amenities such as schools.

- POLICY Mo SA2 A multi-purpose facility to be used as a community centre for a wide range of activity including educational purposes such as technical or skills training will be supported by the local planning authority.

- POLICY Mo SA3 All new developments shall reserve lands for the recreational needs of the residents in the development at the rate set out in Appendix 11 and ownership be endorsed on the individual titles.

Educational and Institutional

The local planning area is equipped with educational institutions ranging from early childhood to tertiary levels. It also has Type II health centre and several doctor's offices. However, these facilities will need upgrading and possible expansion over time. Therefore, lands that are zoned on the local area planning map for institutional purposes should only be used for such purpose.

- POLICY Mo SA4 New proposals and extensions for educational and institutional uses will be assessed on their merit and should conform to all required planning standards.

FIFTH SCHEDULE, *contd.*

- POLICY Mo SA5 The local planning authority will assist in identifying lands within the local planning area to establish additional educational and institutional facilities as the need arises.

Cemetery

The Moneague public cemetery which serves the local planning area and the surrounding communities is currently at the capacity and the area is in need of burial spaces. The St. Ann Municipal Corporation have identified available lands within the parish (near Tobolski in Brown's Town) to serve as a parish cemetery. Other interment options which conserve land space will also be examined.

- POLICY Mo SA6 The local planning authority will identify lands for the location of a cemetery site within the local planning area and will seek to have the this area developed for the stated purpose.

- POLICY Mo SA7 The local planning authority will support the use of crematoria and other approved interment options provided that the relevant planning, health and environmental standards are met.

WASTE TREATMENT AND DISPOSAL

Solid waste Disposal

Moneague has an effective collection system in place for the collection of both sewage and solid waste. Based on the STATIN 2011 Population Census data, 70% of the total population has public garbage collection from North East Parks and Market Ltd (NEPM). 25.7% of the residents burn their garbage, 0.4% bury their garbage and 0.2% uses a private collection agency. The Hadden Solid Waste Disposal facility is located on the outskirts of the local planning area. However, there are evidence of persons still burning their garbage.

- POLICY Mo WT1 Owners of buildings are expected to have proper garbage disposal facilities on their premises and the local planning authority will encourage the relevant authority to provide and place large garbage skips in public areas as a repository.

- POLICY Mo WT2 Planning permission will not be given for waste disposal operations likely to have an adverse effect on public health and safety.

Sewage Disposal

With irregularities in the piped water supply system the traditional pit latrine continues to be used as one of the methods of sewerage disposal in the Order

FIFTH SCHEDULE, *contd.*

Area. In the STATIN 2011 Population Census data, 12.1% of households used pit latrines while 74.1% had water closets. To ensure a healthy environment the minimum acceptable standard of a Ventilated Improved Pit latrine (VIP) will be acceptable while the aim should be to have a water closet in all buildings with satisfactory method of disposal.

- | | |
|---------------|--|
| POLICY Mo 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. |
| POLICY Mo WT4 | The local planning authority will support the use of sewage disposal methods in the area once they are approved or recommended by the Ministry of Health and Wellness and the N.R.C.A. |
| POLICY Mo WT5 | The disposal of waste into sinkholes and caves will not be supported by the planning authority. |

WATER SUPPLY

The National Water Commission (NWC) is the main water provider for the local planning area accounting for 1,110 of the total household which is 78.7% having access to public water supply. This is through the use catchment tanks, standpipe or it is piped in the yards or dwellings. The remaining 21.3% or 298 household uses privately sourced.

- | | |
|---------------|--|
| POLICY Mo WS1 | The relevant authorities will ensure that the existing public water supply systems are improved to adequately service the local planning area and will ensure that lands necessary for this purpose are identified and preserved by the authorities. |
|---------------|--|

Residents in areas where public water facilities are absent or unreliable still rely on rivers, streams and catchment tanks for the supply of water. In these areas rainwater harvesting should be considered as it is economical, safe and a sustainable source of quality water when captured and stored in a correct manner. The use of catchment tanks for the purpose should be encouraged.

- | | |
|---------------|--|
| POLICY Mo WS2 | Proposed developments in areas without a reliable piped water supply will be required to construct facilities with adequate capacity to satisfy water supply requirements. |
| POLICY Mo WS3 | All new developments shall be required to provide rainwater harvesting facilities or other suitable water harvesting or storage sources to satisfy the needs of the development. |

FIFTH SCHEDULE, *contd.*

POLICY Mo WS4 The local planning authority will not, in any way, approve any development that will threaten any streams or rivers which is a source of water for public use.

The recycling of grey water and the harvesting of rainwater should be considered as a sustainable alternative for water supply. Waste water from basins, baths, and showers can be recycled and used for example, to flush lavatories or to water gardens. In this way domestic water consumption can be substantially reduced.

POLICY Mo WS5 The use of recycled grey water will be encouraged and provision should be made for this in development proposals.

POLICY Mo WS6 New developments which are served with a piped domestic water supply system are encouraged to make provision for the use of grey water for the watering of plants and gardens.

ALEXANDRIA LOCAL AREA PLAN

Alexandria local planning area is a rural community located in western St. Ann. It is categorized as a District Centre according to the 1978 – 1998 National Physical Plan and as a growth area in the STATIN Population Census. Its closest local planning areas are Watt Town and Cave Valley, which are located approximately 3.5km (2.2 miles) west and 5.9 km (3.7 miles) south respectively. The local planning area spans an approximate area 1,098.31 hectare (242.93 Acres) to include several communities. It extends from Wilson shop and Green Hill in the east to Armadale and Water Valley in the south; Bethany and Scarborough in the west and Culloden to the north with exterior boundaries

Starting from the point where Culloden Road meets the Green Hill/Top Buxton P.C.R.; easterly and along the Green Hill/Top Buxton P.C.R. to where it meets the eastern boundary of a parcel with the Land Valuation Number: 06701004008; easterly and along the northern boundary to where it meets a parcel with Land Valuation Number 06701004011; south-easterly and along the northern boundary to where it meets a parcel with Land Valuation Number 06701004031; easterly and along this parcel boundary to where it meets another parcel with Land Valuation Number 06701002; southerly, easterly and south-easterly along this parcel boundary to where it meets Alexandria/Claremont Secondary Road; westerly along the Alexandria/Claremont Secondary Road to meet a track opposite the Wilsons Shop Resource Centre; southerly then south-westerly and along this track to where it meets the Clydesdale to Caney P.C.R.; south-westerly and along the Clydesdale to Caney P.C.R. to where it meets the Armadale to Clydesdale P.C.R; south-easterly and along the Armadale to Clydesdale P.C.R to where it meets a track; southerly on thus track to where it meets the Bauxite Haulage Road; westerly then north-westerly and along the Bauxite Haulage Road to where it meets a track;

FIFTH SCHEDULE, *contd.*

Happy News P.C.R.; north-easterly and along the Happy News P.C.R. to where it meets the Browns Town/Alexandria Main Road; northerly and along the Browns Town/Alexandria Main Road to where it meets an unnamed track; westerly then southerly and along this unnamed track to meet a parcel with Land Valuation Number 06603005006; westerly then northerly and along the parcel boundary to where it meets the Bauxite Haulage Road; westerly and along the Bauxite Haulage Road to where it meets a track; northerly on this track to where it meets the Glasgow Lime Tree Garden P.C.R.; north-easterly and along the Glasgow Lime Tree Garden P.C.R. to where it meets the Browns Town to Alexandria Main Road; southerly and along the Browns Town to Alexandria Main Road to where it meets the Culloden Road; south-easterly and along the Culloden Road to the starting point where the Culloden Road meets the Green Hill/Top Buxton P.C.R.

There are 4,615 persons (STATIN 2011 Population Census) residing within the local planning area; with a density of 420.19 persons per square kilometre. The local planning area has been slowly increasing over the last decade as the population grew by approximately 1.1 percent since 2001. An annual growth rate of 0.083 percent 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 5,402 persons by the year 2030.

The local Planning Area was once a vibrant environ however, the growth of the town has been severely impacted due to bauxite mining which has resulted in scarring of the landscape. The continued rehabilitation of these areas is required as Alexandria is known for its farming economy and these lands can be used for both agriculture and urban expansion.

TRANSPORTATION AND TRAFFIC

Alexandria 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 comprises of taxis and minibuses. The main thoroughfare which traverses the local planning area are the Browns Town to Nine Mile main road and the Brown's Town to Cave Valley main road. These thoroughfares connect other local planning areas enroute to the parishes of Clarendon. The appropriate General Development and Transportation and Traffic Sectoral Policies of this Order maybe applied where relevant.

Public Transportation Centre

Alexandria does not have a public transportation centre however, the Commissioner of Lands owns properties along the Brown's Town to Alexandria /

FIFTH SCHEDULE, *contd.*

Highbury Road, situated in proximity to the core. These were lands previously used for the public Market. It is recommended that this lot be developed to facilitate a commercial complex inclusive of a market and a transportation centre with provisions made for both public and private parking. This facility will alleviate traffic congestion within the town centre due to the lack of parking provisions for public passenger vehicles and parking to support business in the area.

POLICY A T1

The local planning authority will:

- (i) seek to have the local authority develop the current market site as a commercial area and a transportation centre for all public and private vehicles and ensure that within the facility;
 - a. transportation routes and bays are clearly identified and marked to facilitate smooth operation;
 - b. the transportation centre is provided with amenities necessary for the use and comfort of commuters such as snack counters and toilet facilities for all users and that vending activities are regulated;

Road Network

Sections of Brown's Town to Alexandria/Highbury Road is generally congested especially within the town centre during peak hours. This situation is further exacerbated within the vicinity of its intersection with road leading to Greenock Bridge due to on-street parking by customers, delivery trucks and business owners, compounded by illegal parking and the haphazard letting down and picking up of passengers by public transport. Based on the existing structure/layout of the town centre, the limited land space for road widening and the increased traffic now necessitates intervention to ensure the smooth flow of traffic through the town.

POLICY A T2

The local planning authority in consultation with the local authority will seek to have the appropriate agencies develop a road widening, improvements and maintenance programme for the local planning area.

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

FIFTH SCHEDULE, *contd.*

other related infrastructure. The pedestrian environment in Alexandria is often unsatisfactory as there are minimal sidewalks throughout the local planning area. Where these are provided the surfaces are often uneven and poorly maintained. New development should therefore be encouraged to provide sidewalks along property boundaries and shade trees.

POLICY A 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.

POLICY A T4 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 and persons with disabilities. Policy SP T10 also applies.

Vehicular Parking

The urban core of Alexandria is heavily utilised by pedestrians and vehicular traffic. Like many older towns in Jamaica, the area has 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 A T5 To avoid increased congestion within the town centre, the local planning authority will seek to have the local authority or other pertinent road agency allow on-street parking where it does not affect the free flow of traffic and is not detrimental to pedestrians and other road users.

POLICY A T6 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 8) unless it is impractical or not feasible to do so; in which case alternative arrangements for parking will have to be made and approved by the local planning authority.

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, it limits expansion of existing buildings and or redevelopment of the

FIFTH SCHEDULE, *contd.*

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 A T7 The local planning authority will seek to identify and secure suitable lands for the development of off-street parking facilities 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 A T8 All commercial car parks should have at least ten percent (10%) of the parking area landscaped to the satisfaction of the planning authorities.

POLICY A T9 All new developments having outdoor parking lots shall make use of green parking surface techniques incorporating permeable materials with adequate drainage facility.

CONSERVATION OF THE NATURAL AND BUILT ENVIRONMENT

The Natural Environment

The Alexandria Local Planning Area has an elevation ranging from approximately 516 metres to 648 metres above sea level. Majority of the land area is rehabilitated lands from mining activities which is still prevalent throughout the local planning area. Notwithstanding, 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 located within the local planning area.

Policy A 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.

It is imperative to integrate mining and restoration of the site whether to its original use or as close as possible to that before it was mined. Restoration of the areas or land reclamation should be done in the shortest possible time.

POLICY A C2 All mined out lands or quarried lands are to be restored to their original vegetative state, or to a level which is

FIFTH SCHEDULE, *contd.*

satisfactory to the Mines and Geology Division and other relevant agencies.

POLICY A C3 Lands which cannot be restored to their original state/land cover should be transformed into an aesthetically attractive area by using local and endemic species.

Considerations should be taken when granting permission for buildings and other forms of development to prevent adverse impacts on the environment.

POLICY A C4 Planning permission will not be granted for any form of development that will in anyway result in wanton destruction of the heavily vegetated areas.

POLICY A C5 The planning authorities will ensure that environmentally sensitive or vulnerable areas should be reserved as natural areas and greenbelt preserves for recreation wherever possible and used as open space buffers between incompatible land uses.

Mining activities along with population growth has resulted in the increase and clustering of residential developments especially along the roadways. As such the natural drainage flow has been interrupted along sections resulting in flooding. The local planning authority should ensure that drains are constructed and maintained along roadways.

POLICY A C6 The local planning authority will ensure that the local authority or any other responsible body provide drainage channels along roadways and have them maintained as much as possible.

The Built Environment

The Alexandria Local Planning Area is characterised by one and two storey buildings. 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 sited.

POLICY A C7 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

Currently there are no declared national monuments or heritage sites located within the Alexandria local planning area. However, if there are aspects of the built environment which add to its historical or archeological character area representation

FIFTH SCHEDULE, *contd.*

should be made to the Jamaica National Heritage Trust to have these recognized and declared.

POLICY A C8 Recommendations will be made by the local planning authority to the Jamaica National Heritage Trust, for any site which adds to the historical or archeological character of the local planning area to be declared historic buildings or heritage sites.

HOUSING

Housing infrastructure within the Alexandria Local Planning Area is predominantly single-family residential units, constructed mainly of concrete. The housing units are characterized by one and two storey buildings and multi-family developments in some cases. The 2011 population census revealed that in the area there are 1814 dwelling units, 1699 housing units and 1850 households.

Currently there is a deficit of 77 dwelling units based on the current population of 5861 persons. With the population projected to increase to 6,860 persons by the year 2030; 399 dwelling units will be required to satisfy housing demand. The local planning authority should ensure that a minimum of 40 hectares of suitable lands are reserved to accommodate the projected housing demand.

POLICY A H1 Residential single-family unit or duplex dwellings will be allowed on lots which satisfy the relevant planning guidelines.

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 prevent escalation of these settlements.

POLICY A H2 In order to satisfy low-income housing demand a mixture of housing types and will be encouraged in large scaled developments at suitable locations.

POLICY A H3 The Planning Authorities along with the relevant agencies will seek to ensure that the necessary steps are taken to prevent informal settlements being 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 A H4 Industrial and commercial uses not providing an essential service will not normally be located within a residential

FIFTH SCHEDULE, *contd.*

community and where allowed should not affect the privacy and enjoyment of neighbouring dwellings.

URBAN ECONOMY

Alexandria Local Planning Area has a vibrant urban core. Commercial activities consisting of small business operations such as restaurants, grocery shops, retail stores, bars and light industries such as a gas stations and garages can be found in the town centre. The local planning area has several surrounding communities 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 Alexandria Local Planning Area Land Use Proposed Zoning Map. The appropriate policies set out in the Fifth Schedule of this Order may be applied where relevant.

- | | |
|--------------|---|
| POLICY A 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. |
| POLICY A UE2 | Industrial developments and service industries which are compatible with the general character of the area in which they are to be erected 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 A UE3 | The local planning authority will encourage mixed use developments where appropriate and will at all times ensure the residential amenities and areas of environmental importance are protected. |
| POLICY A UE4 | The Planning Authorities will support private sector initiatives aimed at maintaining and improving the commercial and industrial by providing suitable sites as shown on land use maps. |

Commercial and office complexes are a focal point of the Alexandria Local Planning Area with these activities being concentrated in the core. Without proper planning guidance, the interior residential lots could be converted to uses which create a nuisance for residents and compromise the residential character and integrity of the area.

FIFTH SCHEDULE, *contd.*

- POLICY A UE5 The planning authority reserves the right to reduce/vary the planning parameters for office or commercial uses as outlined in Figure 1, based on proposal specific considerations. Where such developments are contemplated the privacy and enjoyment of neighbouring dwellings should not be adversely affected.

The Alexandria market at present is in total disrepair and is not in operation, however with an increase in residential development, commerce and industries to facilitate agricultural growth and development in the local planning area and the adjoining communities the re-establishment of this market is necessary.

- POLICY A UE6 The local planning authority will ensure the retention of the Alexandria market and surrounding lands for the future use or needs of the local planning area.

SUB-URBAN ECONOMY

Agriculture was once the dominant economic activity in Alexandria Local Planning Area, but this has been slowly declining due to the mining activities over the last decade. As a result, subsistence farming is becoming the more dominant practice whilst large parcels of agricultural lands are mined out and is need of proper rehabilitation to facilitate development. There is a 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 A SUE1 Light industrial developments including agro-processing and cottage industries which are compatible with the general character of the area will be encouraged in Alexandria.

- POLICY A SUE2 Agricultural activities which can contribute to the rural economy will be supported by the local planning authority in the sub-urban area.

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 A 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.

FIFTH SCHEDULE, *contd.*

SOCIAL AMENITIES

The Alexandria 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 surrounding communities. Residents have access to Type V1 health centre (was a previous Alexandria Community Hospital), a range of schools, post office, police station and social facilities. It is recommended that the public open spaces and recreational areas are upgraded and retrofitted with the required facilities to serve the residence of the local planning area.

POLICY A SA1 The local planning authority will support the expansion and upgrading of all social facilities as the need arises.

POLICY A SA2 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 A SA3 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.

POLICY A SA4 New proposals for educational and institutional uses will be assessed on an individual basis and shall conform to all required planning standards of the local planning authority and to Ministry of Education.

Open Space/Recreational Areas

Public open spaces and recreational areas are located within the local planning area; however the facilities need upgrading. Upgrading of Wilson Shop, Green Hill and St. D'Acre's public open space inclusive of the construction of a multi-purpose community centre that is accessible to all residents is recommended.

POLICY A SA5 The local planning authority in conjunction with the relevant authorities will seek to facilitate the upgrading and the development of all lands identify within the local planning area to be used for recreational purposes including the construction of a multi-purpose community centre.

FIFTH SCHEDULE, *contd.*

- POLICY A SA6 All lots within Alexandria 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 A SA7 A multi-purpose facility to be used as a community centre for a wide range of activity including educational purposes such as technical or skills training will be supported by the local planning authority.

Cemetery

There are no public cemeteries located within the Alexandria Local Planning Area. As such suitable lands should be acquired for the siting of a cemetery. Currently residents use church cemeteries located in local planning areas or continue the practice of family plot burials. The local planning authority will not normally support this on residential lots.

- POLICY A SA8 The local planning authority will seek to identify suitable lands to establish a public cemetery.
- POLICY A SA9 The local planning authority will support the use of crematoria and other approved interment options provided that the relevant planning, health and environmental standards are met.

TOURISM

There is potential for tourism in Alexandria Local Planning Area to strengthen its economic base. The local planning authority will also support the implementation of programmes that will encourage eco-tourism and cultural/heritage to stimulate tourism growth within the local planning area.

- POLICY A 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 practical and not detrimental to the environment.
- POLICY A 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.

Tourism facilities will be encouraged in the residential area to add to its economic activities. However, this should be compatible with the amenities and the interests of residents should be safeguarded.

FIFTH SCHEDULE, *contd.*

- POLICY A TO3 The planning authority will normally support eco-tourism developments which do not result in the alteration or degradation of supporting ecosystems.

WATER SUPPLY

The STATIN Population Census data (2011) reveals that ninety-six per cent (96%) of the households in the Alexandria local planning area do not have access to public water facilities but currently utilize private water sources.

- POLICY A WS1 All developments shall be required to provide catchment tanks or some other method of harvesting rainwater to satisfy their needs in the absence of a piped water supply system.

Residents in areas where public water facilities are absent or unreliable still rely on rivers, streams and catchment tanks for the supply of water. In these areas rainwater harvesting should be considered as it is economical, safe and a sustainable source of quality water when captured and stored in a correct manner. The use of catchment tanks should be encouraged.

- POLICY A WS2 The local planning authority will not, in any way, approve any development that will threaten any streams or rivers which is a source of water for public use.

The recycling of grey water and the harvesting of rain water should be considered as a sustainable alternative for water supply. Waste water from basins, baths, and showers can be recycled and used for example, to flush lavatories or to water gardens. In this way domestic water consumption can be substantially reduced.

- POLICY A WS3 The use of rain water and recycled grey water will be encouraged and provision should be made for this in development proposals.

- POLICY A 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 Alexandria local planning area and it is very unlikely there will be one in the near future. Septic tanks along with absorption pits are used as the main method of disposal. STATIN 2011 Population Census Data reveals that twenty-eight per cent (28%) of the household used pit latrine, while seventy percent (70%) had water closets from tanks. However,

FIFTH SCHEDULE, *contd.*

all methods of disposal should conform to those recommended by the Ministry of Health and Wellness, the Natural Resources Conservation Authority (NRCA), the local authority and all other relevant authorities.

POLICY A WTD1 In the absence of a central sewage system the following sewage disposal methods may be permitted in appropriate situations:

- (i) septic tanks and tile field; or
- (ii) Any other safe and appropriate waste disposal technology as may be developed that is acceptable to the planning authorities and other relevant agencies.

Solid Waste Disposal

The collection and disposal of solid waste in the Alexandria Local Planning Area is the responsibilities of the National Solid Waste Management Authority, with the physical activity being allocated to North-Eastern Parks and Market Limited (NEPM) along with private contractors. According to STATIN 2011 Population Census data, of the 526 households within the local planning area, thirty-three per cent (33%) 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.

POLICY A WTD2 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. The burning of garbage is not encouraged. All development should therefore make provision for proper waste storage collection in tamper and rodent proof devices.

POLICY A WTD3 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 and placed where it is easily accessible for collection.

RUNAWAY BAY LOCAL AREA PLAN

Runaway Bay local planning area is a coastal growth centre located within the northern-western section of St. Ann. It is classified as a District Centre in the

FIFTH SCHEDULE, *contd.*

National Physical Plan (1978-1998). The local planning area spans 27,798,161.515 square metres (2,779.816 hectares) of land to include several communities such as Palm Beach, Salem, Hampstead, Cardiff Hall, Tripoli, Mt. Edgecombe, Valley Minor and Belle Air. A description of the boundary is as follows.

Starting at the point where a parcel with Land Valuation Number 01606002016 meets the Runaway Bay to St. Ann's Bay Main Road; thence easterly and along the Runaway Bay to St Ann's Bay Main Road to where it meets Llandovery P.C.R.: south-westerly and along the Llandovery P.C.R to where it meets the Beverly P.C.R; south-westerly and along the Beverley P.C.R to where it meets the Mount Ararat P.C.R; south-westerly and along the Mount Ararat P.C.R to where it meets the Antrim P.C.R; southerly and along the Antrim P.C.R. to where it meets the northern boundary of a parcel with Land Valuation Number 03002013007; westerly and along the northern boundary of this parcel to where it meets Parl Road; south-westerly and along Parl Road to where it meets the Green Castle Road; south-westerly and along the Green Castle Road to where it meets the northern boundary of a parcel with Land Valuation Number 03001022002; westerly and along the northern boundary of this parcel to where it meets another parcel with Land Valuation Number 03001018002; westerly and along the northern boundary of this parcel to where it meets another parcel with Land Valuation Number 01604013287; north-westerly and along the northern boundary of this parcel to where it meets Tripoli Drive; north-westerly and along Tripoli Drive to where it meets the north-western boundary of a parcel with Land Valuation Number 01604013293; north-westerly and along this parcel to where it meets the northern boundary of another parcel with Land Valuation Number 01604013291; southerly and along this parcel boundary to where it meets the Old Shawberry Road; south-westerly and along the Shawberry Road to where it meets the north-western boundary of a parcel with Land Valuation Number 01604015168; southerly then westerly along the parcel boundary to where it meets the Thatch Walk Gully; southerly and along the Thatch Walk Gully for a short distance to where it meets another parcel with Land Valuation Number 02903004001; northerly and along the parcel to where it meets the Mount Olivet Road; westerly and along the Mount Olivet Road to where it meets Runaway Bay to Browns Town Secondary Road; westerly and along the Runaway Bay to Browns Town Secondary Road for a short distance to where it meets the Runaway Bay to Orange Valley Road; westerly and along the Runaway Bay to Orange Valley Road to where it meets an Un-named Road; north-easterly and along this un-named road to where it meets the eastern section of a parcel with Land Valuation Number 02902009017; northerly and along this parcel to where it meets the a gully; north-easterly and along this gully to where it meets the Pear Tree Bottom River; northerly and along the Pear Tree Bottom River to where it meets the Pear Tree Bottom Road; northerly and along the Pear Tree Bottom Road to where it meets the seacoast; easterly and along the seacoast to the starting point where a parcel with Land Valuation Number 01606002016 meets the Runaway Bay to St Ann's Bay Main Road.

FIFTH SCHEDULE, *contd.*

The Statistical Institute of Jamaica Population Census Data 2011 shows that there are 10,899 persons currently living within the local planning area: a 22.81 percentage increase from that of 2001 (8,874 persons). A growth rate of 2.077 percent was recorded for that inter-censal period (2001-2011). It is projected that the population will further increase to 16,108 persons by the year 2030 assuming that this growth rate remains constant.

Runaway Bay local planning area is developed predominantly as a tourist area hosting several hotels, villas, guest houses and residential resorts. A mixture of housing developments are also located within the local planning area along with several commercial entities such as wholesales, supermarkets, banks, garages and auto parts stores, funeral homes and other business. The local planning area is however, lacking infrastructures such as the provisions of sidewalk facilities, proper drainage facilities and public parking areas. In addition, there are congestion and flooding related issues.

TRANSPORTATION AND TRAFFIC

The transportation system within the Runaway Bay local planning area consists of roadways (main, secondary, parochial), public passenger vehicles and private vehicles. However, the main mode of transportation is by public transportation which comprised of taxis and buses. The major thoroughfare is the Runaway Bay Main Road which traverses the local planning area. This roadway is a segment of the North Coast Highway which connects with other coastal local planning areas on route to the neighbouring parishes of Trelawny and St. Mary. The Runaway Bay to Brown's Town Secondary Road is also significant roadway that is also heavily utilized. The appropriate General Development and Transportation and Traffic Sectoral Policies of this Order maybe applied where relevant.

Public Transportation

The Runaway Bay local planning area lacks a public transportation centre for the operation of public passenger vehicles, resulting in the haphazard use of the town's main and parochial roads. The buses and taxis that ply the various routes throughout the area, park along the main roads and often times on private properties to pick up and set down passengers. As a result, traffic congestion arises especially during peak hours whereby inhibiting other road users especially during peak hours. With a steadily growing population it is increasingly necessary that provisions be made which would improve the overall transportation situation and make it safer for all road users especially pedestrians.

POLICY RB T1

The local planning authority will, identify an area to be used as a public transportation centre and thereafter will seek to have the local authority develop it for that purpose with all the facilities necessary for its smooth operation.

FIFTH SCHEDULE, *contd.**Road Network*

The main thoroughfares such as Runaway Bay Main Road, Runaway Bay to St. Ann's Bay Main Road, and Brown's Town-Runaway Bay Secondary Road are generally congested during peak traffic hours within the town centre. This situation is exacerbated by bottlenecks in vehicular flow caused by, amongst other factors, street side vending, haphazard parking and the letting off and picking up of passengers by public transport.

The road network system is designed to facilitate both vehicular and pedestrian movement throughout the town. The Runaway Bay main road and the Runaway to St. Ann's Bay Main Road (North Coast Highway) has several traffic calming measures along sections such as traffic lights and pedestrian crossings. The Runaway Bay to Brown's Town secondary road, however, is very narrow in sections especially along the bridge south of the Runaway Bay to Brown's Town secondary road and Derry Road (School Road) intersection. There is a need for rehabilitation inclusive of sidewalk facilities.

POLICY RB T2	The local planning authority will seek to ensure that adequate sidewalk facilities are placed in areas where lacking and where the safety of pedestrians are threatened.
--------------	--

Vehicular Parking

The Runaway Bay Local Planning Area is faced with a parking problem as it is heavily utilized by pedestrians and vehicular traffic. There is also a chronic problem of inadequate parking spaces both on and offsite properties. This situation is more pronounced in the urban core where street side vendors operate on the sidewalks, thus forcing pedestrians to utilize the streets.

POLICYRB T3	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 8), unless it is impractical or not feasible to do so; in which case alternative arrangements for parking will have to be made and approved by the local planning authority.
-------------	---

In areas zoned for commercial and office use, the planning authority will encourage appropriate design and siting of buildings to increase the human scale and encourage pedestrian friendliness. Landscaping significantly improves the aesthetics of parking areas, and, by minimising the percentage of paved surfaces there is the added benefit of reduced storm water runoff and flooding within the town centre.

POLICY RB T4	All new developments having outdoor parking lots shall make use of green and or permeable parking surface
--------------	---

FIFTH SCHEDULE, *contd.*

techniques in situation where this is practical and suitable to existing conditions.

- POLICY RB T5 The planning authority will ensure that parking lots are sufficiently landscaped (accounting for at least 10 per cent of total lot area) and are suitably sited to increase the human scale and encourage pedestrian friendliness.

HOUSING

The Runaway Bay Local Planning Area has a mixture of housing types ranging from one to four storey buildings. These include single family detached developments, town houses and apartments.

STATIN 2011 population census data revealed that there are 3,413 households within the local planning area. Further analysis shows that there is a shortage of 102 dwelling units based on the current population of 10,899 people using the national household size of 3.2 persons.

The population is projected to increase to 16,108 persons in the year 2030. To provide adequate housing solutions to accommodate this increase; 5034 dwelling units will be required as such 5,092,695.21 square metres of land should be reserved for a range of housing developments. The appropriate policies in the Housing Sectoral Policies of this development order may be applied where applicable. Where developments are located on slopes/hillside Appendix 20 will apply.

- POLICY RB H1 Residential single-family unit or duplex dwellings will be allowed on lots which satisfy the relevant planning guidelines.
- POLICY RB H2 Proposals for high density residential developments such as apartments and townhouses will normally be considered once all planning and environmental standards are met.
- POLICY RB H3 New multi-family developments (apartment/ townhouse) are expected to provide amenity area in accordance with the guidelines in the Appendix 11, Residential Density—Standards and Control and Figure 1.
- POLICY RB H4 High density housing development will be at a maximum density of 250 h.r.h (100 h.p.a) as shown on St. Ann Density Map, where the necessary infrastructure and amenities are available and the planning and environmental standards can be met. Such development should conform to the guidelines in Appendix 11 and Figure 1.

FIFTH SCHEDULE, *contd.*

There are incidences of informal developments within the local planning area. As such it is prudent that the planning authorities develop and implement sustainable strategies to mitigate against these settlements in areas where they exist such as identifying lands for housing purposes.

POLICY RB H5 In order to satisfy low-income housing demand a mixture of housing types will be encouraged in large scaled developments at suitable locations identified for the purpose.

POLICY RB H6 The planning authorities along with the relevant agencies will seek to ensure that informal settlements are not established throughout the local planning area.

POLICY RB H7 In areas where it is feasible to regularize existing informal settlements, the planning authorities will support the formalization and upgrading of such schemes which should be in keeping with standards and policies indicated in this Order.

Uncontrolled development on a hillside is a potential hazard as it increases the area's susceptibility of slope failure, erosion and drainage problems. In an effort to protect the stability of these environmentally sensitive areas control has to be exercised over development proposals to prevent the destruction of trees and the construction of hard paving that contributes to excess runoff. The Runaway Bay local planning area has several such areas and care will be taken to ensure that housing development is not allowed in high-risk locations.

POLICY RB H8 Housing development will not be allowed on land that is steep and unstable, vulnerable to erosion, slippage, subsidence, flooding or other natural hazards or which will involve costly extra ordinary precautions to safeguard.(See Policy SP H25—SP H26)

In areas where residential accommodation is in proximity to other non-residential activities there is always the possibility of encroachment by such activities, a situation which is noticeable in the sub-urban areas, such as Beverly, Cardiff Hall and Belle Air. The local planning authority will not support such changes.

POLICY RB H9 The local planning authority will not normally support non-residential development on lots zoned for residential uses except in extenuating circumstances and where there is a level of compatibility.

POLICY RB H10 There will be a strong presumption against industrial and commercial uses that are not providing an essential

FIFTH SCHEDULE, *contd.*

service or facility to a residential community being located within it.

- POLICY RB H11 Proposals for the change of use of a residential property to a non-residential one will be permitted only if the non-residential activity is not detrimental to the amenity, privacy and enjoyment of neighbouring dwellings.

Although the local planning area is adequately provided with shopping facilities, it may be difficult for residents to purchase small items at times because of the distance to travel to access commercial entities. It is therefore recommended that small shopping outlets are provided in residential areas with the type, size, layout, siting and location of the facility being decided by the local planning authority. The design should however conform to the residential character of the area.

- POLICY RB H12 Planning permission will be granted for limited commercial facilities in housing area, where it provides convenience shopping mainly to the local community.

SOCIAL AMENITIES

There are several amenities located within Runaway Bay local planning area such as a health centre, a library, schools, post office, a police station, churches, community centres and a few recreational areas. These facilities not only serve the communities within the boundaries of the local planning area but also surrounding communities.

- POLICY RB SA1 The local planning authority will support the expansion and upgrading of all social facilities as the need arises.

- POLICY RB SA2 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.

Recreational Areas and Open Space

Recreational areas and public open spaces located within the local planning area are currently inadequate to satisfy the existing and future population. The provision of adequate public amenity area for the enjoyment of residents is critical for social cohesion within a community. Hence, the local planning authority will seek to ensure that lands are located within this locality for the development of a public amenity area or areas in suitable locations. In such cases Government owned lands will first be considered.

- POLICY RB SA3 The planning authority will seek to identify or acquired lands in suitable locations within the Runaway Bay Local

FIFTH SCHEDULE, *contd.*

- Planning Area to facilitate the development of public open space and amenity areas to suit population needs.
- POLICY RB SA4 All lots within the Runaway Bay local planning area that are identified and zoned as public open spaces, or for amenity areas, shall be developed only for such use.
- POLICY RB SA5 Structures or uses that do not complement the recreational use of lots provided for such activities will not be allowed on any public open space or amenity area.

Educational and Institutional

The Runaway Bay Local Planning Area has schools ranging from basic to tertiary. Institutional facilities consist of a few churches, a library, a training facility and a Type III health centre. These facilities serve the local populace and neighbouring.

- POLICY RB SA6 Developments which would result in the reduction of the available educational facilities will not be encouraged unless provisions can be made elsewhere at a suitable location to offset any loss which would result from such development.
- POLICY RB SA7 New proposals for educational and institutional facilities will be assessed on a case-by-case basis and shall conform to all required planning standards including the requirements of the Ministry of Education where applicable.

The library and health centre are currently located within areas that are not suitable. The local planning authorities along with the relevant authorities should ensure that suitable lands are sought for the development of a library. Lands were identified along a section of the Runaway Bay to Brown's Town Secondary Road to establish a health centre that will adequately serve the needs of the locality.

- POLICY RB SA8 The local planning authority will assist in identifying suitable lands within the local planning area to establish a library.
- POLICY RB SA9 Lands identified along the Brown's Town to Runaway Bay Secondary Road across from the Belair Housing Scheme should be reserved for the development of a health centre and should only be used for such purpose.

FIFTH SCHEDULE, *contd.**Cemetery*

The Runaway Bay local planning does not have a cemetery within its boundary. Currently church cemeteries or public cemeteries located within the locality and other surrounding local planning areas are utilized. Suitable lands should be acquired for the siting of a public cemetery. The local planning authority will not normally support family plot burials on residential lots.

POLICY RB SA10 The local planning authority will along with the relevant agencies identify suitable lands to establish a cemetery within the local planning area.

POLICY RB SA11 The local planning authority will support the use of crematorium and columbarium as an alternative form of burial or any other acceptable method.

URBAN ECONOMY

The local planning area has a variety of economic activities that provide services to the residents and other communities. These involve commercial facilities, transportation services, small business operations, and administrative services. Developments that will boost the economic base of the area will be supported in designated areas as shown on the Runaway Bay Local Planning Area Land Use Proposed Zoning Map.

POLICY RB UE1 The Local Planning Authority will support the development of a variety of service and commercial establishments within Runaway Bay on lots zoned for that purpose provided that they conform with the requirements for such development as indicated in this Order.

POLICY RB UE2 Industrial developments and service industries which are compatible with the general character of the area and have no adverse impact on the environment in which they are to be located will be encouraged.

Mixed land uses maximize the use of properties and buildings depending on their location. Such activities will be encouraged in areas designated for mixed use developments to introduce life to the town, especially at nights. However, such uses are to be compatible with adjoining developments.

POLICY RB 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.

FIFTH SCHEDULE, *contd.*

POLICY RB UE4 For commercial and office uses, the following standards shall apply:

- (i) Buildings shall not normally exceed two (2) storeys in height. However, the authorities may allow a building height of four (4) storeys along the Runaway Bay to Orange Valley Road, St. Ann's Bay to Runaway Bay Main Road (sections of Highway 2000) as long as the required guidelines are observed (Policy guidelines).
- (ii) Buildings may maintain a zero-lot line except to the front in accordance with road reservations and building and where it adjoins residential development to the satisfaction of the planning authority.
- (iii) Buildings should adhere to a floor area ratio of 0.5 and a plot coverage of no less 33^{1/30}%.

POLICY RB UE5 For commercial and office uses, the building may be located hard on the property boundaries in commercial areas subject to the provision of adequate parking which could be provided on a separate lot or floor if necessary to the satisfaction of the planning authorities.

Commercial and office complexes are a focal point of the Runaway Bay Local Planning Area with these activities being concentrated in the core. Without proper planning guidance, the interior residential lots could be converted to uses which create a nuisance for residents and compromise the residential character and integrity of the area.

POLICY RB UE6 The planning authority reserves the right to reduce/vary the planning parameters for office or commercial uses as outlined in Figure 1, based on proposal specific considerations. Where such developments are contemplated the privacy and enjoyment of neighbouring dwellings should not be adversely affected.

SUB- URBAN ECONOMY

Agriculture and fishing were once dominant economic activities in the local planning area. However, due to the shift in development and economic trends over the last decade these activities have declined. As a result, subsistence farming is becoming the more dominant practice whilst large parcels of agricultural lands are

FIFTH SCHEDULE, *contd.*

in ruinate or is being used for the rearing of animals or in some instances subdivided for residential developments.

POLICY RB SUE1 The local planning authority will support proposals for development provided that it is not in conflict with the character of the area, or impact adversely on the environment or have a deleterious effect on surrounding residents.

There is no market facilities located within the boundaries of the local planning area. Ground provisions among other goods are sold in supermarkets or by street vendors located along the Runaway Bay to Brown's Town secondary road. There is need to diversify the rural economy and the planning authorities will support proposals that will provide employment for residents thereby strengthening the rural economy of the local planning area.

POLICY RB SUE2 The local planning authority will seek suitable lands within the local planning area to establish a market with facilities which sections for fish vendors, dry goods and craft vendors. It should be equipped with sanitary facilities and adequate parking for vendors and customers.

Small retail shops or corner shops on residential properties are dispersed across the local planning area. The local planning authority will support these proposals at suitable locations.

POLICY RB SUE3 Proposals for small shops throughout the local planning area will be given consideration in appropriate locations and must not detract from the residential amenities of the area.

Agro-processing and crafting are other sustainable income generating methods that can be introduced to absorb the unemployed and diversify economic activities within the local planning area.

POLICY RB SUE4 The local planning authority will give due consideration to the establishment of agro processing and crafting development at suitable locations where the infrastructural facilities are available and where surrounding residential amenities will not be adversely affected.

TOURISM

Tourism contributes significantly to the economic sector of the Runaway Bay local planning area. Existing are a wide array of accommodation ranging from all-

FIFTH SCHEDULE, *contd.*

inclusive hotels to small bed and breakfast facilities. The resort accommodations are mostly located on coastal properties abutting the Caribbean Sea.

POLICY RB TO1 Tourism development will be encouraged in existing resort areas provided that it is consistent with the character of the area conform to planning requirements, consider climate change implications, and in accordance with the development guidelines provided in the Development Investment Manual.

POLICY RB TO2 The appropriate authorities will ensure that developments that will impact negatively on the area's fragile eco-systems will not be allowed and only those that will enhance the area will be permitted.

Small hotels, guest houses and villas contribute significantly to the tourism fabric within the local planning area and will continue to do so. Each activity will vary in location and nature and will have to be judged on its own merit. New proposals for tourism developments will therefore need to be satisfactorily designed and located in areas where there is impact on the surrounding uses and in general the environment.

POLICY RB TO3 Proposal to establish small hotels, guest houses and villas will be considered having regards to their impact on the surrounding areas in which they are to be located.

POLICY RB TO4 Where a hotel is in a location and of such a size that it is not easily accessible by staff it will be required to provide accommodation not necessarily on site but in close proximity. Depending on the demand the quantum and location is to be decided by the local planning authority.

POLICY RB TO5 In the local planning area development which improves or expands the range of tourist facilities will be permitted, provided that it would not be detrimental to the character and appearance of the locality and the amenities of the nearby residents.

POLICY RB TO6 Development such as restaurants and cafes, will be permitted at appropriate locations on roads carrying tourist traffic within the Town Centre providing the design is satisfactory to the local planning authority.

FIFTH SCHEDULE, *contd.*

CONSERVATION OF THE NATURAL AND BUILT ENVIRONMENT

The Runaway Bay local planning area consists of a diverse mix of natural environments, including coral reefs and beaches such as Fisherman's and Cardiff Hall beach. In addition, immediately outside local planning area to the western boundary are the green grotto caves. The geology and characteristic of the area demands the need for sound conservation policies to ensure that development occurs in a sustainable manner.

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 the geology. The Runaway Bay caves system of which Green Grotto Cave is a member is a major underground conduit in the area and consist of several caves most of which are inter-connected. There is a large area of wetlands at Pear Tree Bottom and Orange Valley which is said to be increasing and is identified as a conservation area by the NRCA. The main characteristic of these soil types leads to flooding and excessive ponding; therefore, the area requires the implementation of adequate drainage systems to mitigate against soil movements and erosion of the small forestry reserve Pioneer Farm is located on the Hopewell and Belair property within the area.

- | | |
|--------------|--|
| POLICY RB 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 the integrity of the area. |
| POLICY RB C2 | Planning permission will not be given for development in the Pear Tree Bottom River, Orange Valley area which will result in the destruction of the Pear Tree Bottom conservation area. |
| POLICY RB C3 | Only development which are compatible with its status as a forestry reserve and which will not cause irreparable damage to the environment will be allowed in the Pioneer Farm forestry reserve. |

Beaches

There are several beaches, both fishing and bathing, located within the local planning area. It is prudent that the relevant authorities restrict the intensity of development within this general area. It is being recommended that developments on beach lands be of a low density and should not reduce strategic views. The planning authority will seek to ensure through the Beach Control Authority that Jamaican residents are able to have unencumbered access to designated public beaches.

FIFTH SCHEDULE, *contd.*

POLICY RB C4	Notwithstanding, planning permission will not be granted for any development which will restrict residents from gaining access to the beaches <i>via</i> established pathways or any other means of access for bathing or recreational purpose.
POLICY RB C5	All new or extension to existing developments along the coastal area will be required to set back a minimum of 7.62 metres (25 feet) from the high-water mark and in accordance with the guidelines provided in Figure 4.
POLICY RB C6	No development will be permitted on land adjacent to the line of high-water mark which would preclude public access to and along the foreshore where and when required except in unavoidable circumstances in which case approval would have to be obtained from the Beach Control Authority and the Natural Resources Conservation Authority.
POLICYRB C7	Proposals for high buildings will not be allowed in or adjacent to strategic view points and land marks in and along the coast.
POLICY RB C8	The local planning authority will not support the development of structures or the carrying out of activities which will block or detract from the visual amenity of coastal scenic routes.

The public bathing beaches generally lack facilities such as changing rooms, showers, and snack counters. Efforts should therefore be made to have these installed or improved to provide the added conveniences to users.

POLICY RB C9	The local planning authority will seek to ensure that bathrooms and necessary amenities are available on beach properties, in accordance with the relevant guidelines.
--------------	--

The Built Environment

The built environment within the local planning area is characterised by one to four storey buildings. The uses range from hotels, commercial, office and residential to other uses.

POLICY RB C10	The local planning authorities will seek to ensure that the design and character of new buildings is in keeping with the scale and character of existing buildings.
---------------	---

FIFTH SCHEDULE, *contd.*

POLICY RB C11 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.

The Cardiff Hall Great House is found within the area. The present great house was rebuilt in 1789 and still exist though some sections are in ruins. This structure should not be destroyed or any action be taken to alter its character.

POLICY RB C12 Planning permission will not be granted for development which will result in the alteration of the character, or destruction of the structure of the Cardiff Hall Great House or of any other structure which from time to time may be designated a national monument or historic building.

Climate Change

Coastal lands in the local planning area, like most of Jamaica, are highly vulnerable to climate change impacts such as storm surges and sea level rise. All development sectors should be encouraged to include green technologies such as renewable energy where possible, in line with the Climate Change Policy Framework and the National Energy Policy. Additionally, climate change adaptation strategies should be included in all development considerations.

POLICY RB C13 The planning authority will ensure that the effect of climate change adaptation is considered in the assessment of all types of development applications including the provision of infrastructure.

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 and Wellness, the Natural Resources Conservation Authority (NRCA), the local authority and all other relevant authorities.

POLICY RB 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 or that recommended and approved by the responsible agencies.

FIFTH SCHEDULE, *contd.**Solid Waste Disposal*

The local planning area is serviced by the North Eastern Parks and Markets garbage collection system. According to 2011 census data, of the 3,413 households within the local planning area, twenty five percent (25%) have access to public garbage collection facilities while eleven percent (11%) burn garbage. 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.

POLICY RB 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 and the facilities to undertake same.

POLICY RB WT3 The disposal of waste by illegal burning will not be supported by the planning authority and necessary punitive action will be taken against such action.

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 and collection in tamper and rodent proof devices.

POLICY RB WT4 The planning authority will ensure that all developments make provisions for the storage and collection of waste within their development in tamper proof and rodent proof devices.

WATER SUPPLY

STATIN 2011 Population Data reveals that sixty-six percent (66%) of the households in the Runaway Bay Local Planning Area have access to public water facilities. Currently water supply to the area is provided through several pump and lift stations which are not reliable and needs to be repaired.

POLICY RB WS1 The local planning 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 the supply of public water is absent rely on catchment tanks and or trucked water to have access to water. Although piped water is supplied to some areas, residents still depend on catchment tanks.

POLICY RB WS2 All developments shall be required to provide catchment tanks or some other method of harnessing rain water to satisfy their needs in the absence of a piped water supply system.

FIFTH SCHEDULE, *contd.*

WATT TOWN LOCAL AREA PLAN

The Watt Town Local Planning Area is a small farming village located in southwest St. Ann. It is also defined as a District Centre ranked tenth (10TH) in the National Settlement Strategy, 1978-1998.

The boundary of the Local Planning Area covers an area of 374.09 hectares starting at the point where the Watt Town/Lime Tree Garden P.C.R. meets the Watt Town/Endeavour Secondary Road north of Watt Town Square; north-easterly and along the Watt Town/Lime Tree Garden P.C.R. to where it meets a track at Mr. Gordon's shop opposite Mr. Chang's premises; north-easterly then south-easterly and along this track to where it meets Murphy Street; south-westerly and along Murphy Street to where it meets Phillip York property; easterly and along the northern boundary of this property; south-easterly and along a property with Land Valuation Number 06602015052; southerly and along a property with Land Valuation Number 06602015022; southerly long the Commissioner of Lands properties to Leonard Harris property to where it meets the Watt Town to Culloden Secondary Road; south –westerly and along the Watt Town to Culloden Secondary Road to where it meets a property boundary; southerly and along the property with Land Valuation Number 06605008046; westerly and along the property boundary to the Rufus Duncan Estate; southerly and along the Commissioner of Lands property; westerly and along the property where it meets Turner Road; north-westerly and along Turner Road to where it runs to the northern section of several parcel boundaries; westerly and along the parcel boundaries to where it meets the Scarborough Road; south- westerly and along Scarborough Road to where it meets a track; north-westerly and along this track to where it meets Gomerzel property boundary; south-westerly and along Gomerzel Boundary (marked by a track) to where it meets a P.C.R. (road leading to the water catchment); northerly and along this P.C.R. to meet the Watt Town/Endeavour Secondary Road; north-easterly and along this secondary road to the starting point.

The Watt Town Local Planning Area is predominantly a rural, farming community with pockets of bauxite mining. Data from the STATIN 2011 Population Survey indicated that the Watt Town Local Planning Area had a population of 1,338 persons with 681 males and 657 females this shows a decrease from 2001 where the population stood at 1,651 persons. During this inter-censual period (2001-2011) a growth rate of -2.08 percent was recorded. Assuming that this growth rate remains consistent it is projected that in 2021 the population of Watt Town Local Planning Area will decrease to 1,084 persons, 997 in 2025 and 897 persons by the year 2030. The downturn in bauxite in the 1970s is one of the main reasons for the declining population as well the majority of abandoned commercial and residential buildings in the area.

FIFTH SCHEDULE, *contd.*

The local planning area has a few of the basic amenities necessary in promoting growth and development within its boundary. These include a police station, a few commercial entities, schools and churches as well as a Type II Health Centre.

TRANSPORTATION AND TRAFFIC

The main modes by which people travel are by private motor vehicles and publicly by route taxis which ply within Watt Town and to other surrounding communities such as Brown's Town and Alexandria. The main thoroughfare within the Watt Town Local Planning Area is the Watt Town to Culloden Secondary Road. All major commercial entities are located along this road.

Public Transportation

There is no public transportation centre or hubs within the local planning area for the convergence of public vehicles. Taxis are parked in the vicinity of the Watty's Enterprise or near the Watt Town All Age School. Additionally the setting down and picking up of passengers take place arbitrarily along road ways. This practice is not safe and can cause obstruction to other commuters.

- | | |
|--------------|---|
| POLICY WT T1 | The local planning authority will seek to ensure that the main transport routes are provided with lay-bys to allow public passengers to embark and disembark. |
| POLICY WT T2 | The local planning authority will seek to identify lands and reserve lot/lots within Watt Town Local Planning Area to serve as vehicular terminal facilities for all public passenger vehicles. All public passenger vehicles operating within the town will be expected to operate from this location. |

Road Network

The road network within the Watt Town Local Planning Area consists of single and double lane roads with limited amount of sidewalk and drainage facilities. The majority of these roadways are in need of improvement. The Watt Town Secondary Road is the major thoroughfare for traffic commuting within the local planning area and to other neighbouring communities such as Alexandria, Browns Town and Cave Valley. However, this roadway is limited and lacking in some areas in pathways for pedestrians and non-motorized vehicles. Additionally, road widening and improvements need to be done.

- | | |
|--------------|---|
| POLICY WT T3 | The local planning authority will seek to ensure that any rehabilitation of the main road or any other roads carried out in the area will include adequate sidewalk facilities where absent, for the use and safety of pedestrians. |
|--------------|---|

FIFTH SCHEDULE, *contd.*

- POLICY WT T4 The planning authorities will support the rehabilitation of the existing road network or the construction of new roads in order to facilitate a smooth flow of through traffic and improve traffic circulation in the planning area.

Vehicular Parking (Public and Private)

Currently there are no formal parking facilities within the local planning area. Vehicles are often parked along roadsides specifically the Watt Town to Culloden Secondary Road inhibiting pedestrian and vehicular movement at times. In residential areas parking is normally permitted along interior roads within a subdivision or on lot.

- POLICY WT T5 New developments will be required to provide adequate on-site parking facilities or where feasible a private car park on an alternate site, in a suitable location to the satisfaction of the local planning authorities. Adequate provisions should also be made for service vehicles on the premises as well as for permit parking where necessary.
- POLICY WT T6 The local planning authority will seek to identify and secure suitable lands for the development of off-site parking facilities such as parking lots to supplement the parking needs within the town.

CONSERVATION OF THE NATURAL AND BUILT ENVIRONMENT

The Natural Environment

The topography of the Watt Town Local Planning Area ranges from relatively flat area near the roadways to steep terrains with mounds and dry valleys. The area has various vegetative covering inclusive of agricultural areas. In the western section of the area (Chew Magno), the terrain is cockpit mounds with many small hills, depressions and dry valleys. Only limited urban development will be encouraged in this section of the area however small-scale agriculture will be encouraged. The area is heavily forested and so 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 WT 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 WT C2 The local authority will seek to protect conservation areas as identified on the proposed zoning map and will

FIFTH SCHEDULE, *contd.*

not support development in areas with depressions and sinkholes.

It is imperative to integrate mining and restoration of the site whether to its original use or as close as possible to that before it was mined. Restoration of the areas or land reclamation should be done in the shortest possible time.

POLICY WT C3 All mined out lands or quarried lands are to be restored to its original vegetative state, or to a level which is satisfactory to the Mines and Geology Division and other relevant agencies.

POLICY WT C4 Lands which cannot be restored to its original state/land cover should be transformed into an aesthetically attractive area by using local and endemic species.

The Built Environment

The built environment within the Watt Town local planning area is characterized by one and minimal two storey structures constructed of concrete as well as predominantly wood and zinc structures. There are minimal nog structures and these buildings range from a good to poor condition. Building infrastructures are located linearly along roadways as the design is strongly influence by the nature and terrain of the area. There are a few historic buildings or archaeological features located within the community.

POLICY WT C5 The local planning authority will support the declaration of any site or monument as a historical monument or site provided that it meets the criteria outlined by the Jamaica National Heritage Trust.

POLICY WT C6 The local planning authorities will seek to ensure that the design and character of new buildings is in keeping with the scale and character of existing buildings around them.

POLICY WT C7 The conversion or alteration of any existing building should be of a high standard of design and be in sympathy with the existing built environment.

URBAN ECONOMY

The area has experienced a period of economic decline which is evident in the abandoned and derelict commercial buildings. This decline has adversely affected the ability of the area to function as a commercial centre. Residents are therefore at a disadvantage in terms of their access to a wide range of commercial facilities which they previously enjoyed. Commercial buildings and services are located

FIFTH SCHEDULE, *contd.*

linearly along the Watt Town to Culloden Secondary Road. Currently the existing economic activities are limited with little or no competitive environment to stimulate economic growth; thus additional economic facilities are necessary for the revitalization and the growth of the Local Planning Area.

POLICY WT 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 WT 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 establishment and diversification of various compatible uses.

POLICY WT UE3 Major commercial nodes will be encouraged at the two (2) major road intersections in the north and south of Watt Town through the zoning of lands for this purpose.

Mixed use activities within the local planning area are very limited to non-existent. Mixed uses such as residential and commercial activities adjoining each other will be encouraged. However, where land uses are incompatible this will not be encouraged.

POLICY WT UE4 Compatible mixed uses that satisfy the needs of the residents and create additional jobs will be encouraged by the local planning authority at suitable locations.

POLICY WT UE5 The local planning authority will encourage mixed use development such as residential and commercial or vice versa 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 WT UE6 The local planning authority will support neighbourhood shopping facilities at suitable location.

Commercial and office complexes are a few in the Watt Town Local Planning Area with the few activities being concentrated in the core. Without proper planning guidance, the interior residential lots could be converted to uses which create a nuisance for residents and compromise the residential character and integrity of the area.

POLICY WT UE7 The planning authority reserves the right to reduce/vary the planning parameters for office or commercial uses as outlined in Figure 1, based on proposal specific considerations. Where such developments are

FIFTH SCHEDULE, *contd.*

contemplated the privacy and enjoyment of neighbouring dwellings should not be adversely affected.

SUB-URBAN ECONOMY

Agriculture is a major source of income within the local planning area. Activities range from large scale production of yam, sweet peppers and tomatoes to small scale production of cabbage and other ground provisions. It is imperative therefore that agricultural lands be continued in that use until it is required for other urban activities.

- | | |
|----------------|--|
| POLICY WT SUE1 | The local planning authority will ensure that productive agricultural lands continue in that use until it is required for other uses when it will be released on a phased basis. |
| POLICY WT SUE2 | The local planning authority will be minded to support home based cottage industries in areas where they are compatible with the existing surrounding developments and will not be harmful to the environment. |

The Government of Jamaica has partnered with the Jamaica Bauxite Institute (JBI) and Discovery Bauxite Operations Limited in introducing and creating several greenhouses for the production of sweet peppers, tomatoes and other exotic vegetables for the hotel and supermarket retail sectors on mined-out bauxite lands which were previously idle. This includes partnerships from different farmers in managing and taking care of the green houses as well as attending to the different crops produced.

- | | |
|---------------|---|
| POLICY WTSUE3 | The local planning authority will give due consideration to the establishment of agro industrial development at suitable locations where such permission is required. |
|---------------|---|

The terrain within the Watt Town local planning area is undulating and gently sloping. This however should not be seen as a deterrent to agricultural development. There are a number of agricultural activities that do not require lands with good soil quality (Classes I-III). Based on the Land Capability Map of St. Ann, the agriculture lands available in the area are Class III which are suitable for cultivation with some limitations. In these situations, land may also be used for agricultural purposes such as livestock rearing, apiculture and greenhouse uses. However, some of these may require planning permission and should conform to the stipulation of the Natural Resources Conservation Authority.

- | | |
|----------------|--|
| POLICY WT SUE4 | Activities such as poultry, cattle and pig rearing and other intensive agricultural uses not dependent on soil |
|----------------|--|

FIFTH SCHEDULE, *contd.*

capability and which contributes significantly to the economy, will be encouraged on the lower grade agricultural land, where it is possible to do so.

SOCIAL AMENITIES

The Watt Town Local Planning Area has minimal social facilities within the local planning area and these include churches, police station, health centre, schools, resource centre, post office and a playing field; however, there are other important facilities such as a library and playing fields that are lacking. There is a new multipurpose facility in the area that provides information technology, postal and bill payment services and space for community activities

- | | |
|---------------|--|
| POLICY WT SA1 | Developments that would decrease or eliminate any of the social facilities listed above will not be supported unless they are being replaced with a similar facility of equal or greater stature in the immediate neighbourhood. |
| POLICY WT SA2 | The use of the existing social facilities for other compatible uses will be supported by the planning authorities provided their individual requirements are met and they would not be out of character with the area. |
| POLICY WT SA3 | The local planning authority will identify suitable lands within the local planning area for the establishment of new social facilities if when the need arises. |

Recreational Area and Open Space

There is currently a large playing field area that serves the community of Watt Town. There is also a playing area for the Watt Town All Age School which is utilized by the school for sports days and other activities. Additional open spaces will be required to adequately serve the local planning area.

- | | |
|---------------|---|
| POLICY WT SA4 | The local planning authority will identify suitable lands within the local planning area to be used for recreational and other uses should the need arises. |
|---------------|---|

Educational/Institutional

The Watt Town All Age School (Emergency Shelter) and the Jarretton Basic School are the only educational facilities within the local planning area. Children and persons within the area utilize high schools and other facilities in Brown's Town and Alexandria. There is a Type II health centre that supports the local needs of the local planning area. In the event that these facilities become inadequate, lands suitable to accommodate additional facilities will be identified.

FIFTH SCHEDULE, *contd.*

- POLICY WT SA5 New proposals for educational and institutional uses will be assessed on their own merit and shall conform to all required planning standards.

Cemetery

There is no public cemetery located within the boundary of the Watt Town Local Planning Area. There are available lands within that area to serve as a public cemetery and as such the local planning authority should explore and promote other interment options which conserve land space, or which may be incorporated into public open spaces. Presently burials within the area occur primarily on church property or in the backyards (onsite burial). Suitable site(s) should be considered for the establishment of a public cemetery. The St. Ann Municipal Corporation have identified available lands within the parish (near Tobolski in Brown's Town) to serve as a parish cemetery. Other interment options which conserve land space will also be examined.

- POLICY WT SA6 The local planning authority will support the use of crematoria and other approved interment options provided that the relevant planning, health and environmental standards are met and this is acceptable socially by the residents.
- POLICY WT SA7 The local planning authority will identify suitable lands for a public cemetery, once this facility has been developed, the practice of family plot burials will not be supported by the local planning authority unless there is an existing family plot with the capacity to do so.

HOUSING

The housing infrastructure within the Watt Town Local Planning Area is predominantly residential single family and are constructed with wood and zinc. Some of the houses are in need of repairs with a few concrete and nog structures.

The STATIN 2011 Population Census Data shows that there are 405 dwelling units with 423 households within the local planning area. This shows a surplus of 18 dwelling units, however due to the projected decline in the population of the area by 2030, it is envisioned that lands within the local planning area will be more than sufficient to fulfil the housing needs of the local planning area. If the need arises for more housing units within the local planning area, then the local authority will identify suitable lands for new housing solutions.

- POLICY WT H1 The local planning authority will normally support housing developments on suitable lands, which will appropriately satisfy the demand for residential housing

FIFTH SCHEDULE, *contd.*

and associated infrastructure within the local planning area if it is necessary to do so.

There are areas within the Local Planning Area that are not suitable for development to the nature and terrain of the area such as the western section of the local planning area in the vicinity of the Chew Magno. This area consists of many mounds, cockpit hills and dry valleys. As a result, lands should be reserved for residential development with the possibility of increasing density to accommodate growth in other areas.

POLICY WT H2 Multi-family housing units such as townhouses and apartments can be accommodated in areas of higher density if such a need should ever arise as indicated in the Appendix.

POLICY WT H3 In areas of steep slopes or unstable geology or in areas of conservation or environmental importance where low-density accommodation or residential development is contemplated; the development will be prescribed to strict stipulations or conditions and must adhere to their recommendations of the relevant Planning Authorities.

WATER SUPPLY

The Watt Town Local Planning Area water supply is currently provided through a series of catchment tanks as piped water is noticeably absent from the community. In addition to the public catchment tanks there are many private rainwater catchment tanks.

POLICY WT WS1 The relevant authorities will ensure that the existing public water supply systems are improved to adequately service the local planning area and will ensure that lands necessary for this purpose are identified and preserved by the authorities.

POLICY WT WS2 All developments shall be required to provide rainwater harvesting facilities or other suitable water source to satisfy the needs of the development.

POLICY WT WS3 All new subdivision development 10 lots and over shall be required to reserve a lot for the storage of water with capability for firefighting purposes.

WASTE TREATMENT AND DISPOSAL

Sewerage Disposal

The Watt Town Local Planning Area is not served by a central sewerage system. With irregularities in the piped water supply system the traditional pit latrine

FIFTH SCHEDULE, *contd.*

continues to be used as a method of sewerage disposal. The methods that are currently being used are septic tanks and absorption pits and pit latrines. Due to the rivers and spring located near the local planning area it is recommended that sewage be treated to a tertiary level and secondary level in areas of Basal Aquiclude if the need arises. The Local Planning Authority will ensure that the responsible agencies are consulted where the installation of these facilities are concerned.

POLICY WT 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 where water is available.
- (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 North East Parks and Market is mandated to collect solid waste within the local planning area of Watt Town however this has not been done for years. Data provided by STATIN 2011 Population Census Data shows that 94.5 % of the total household within the local planning area burn their garbage. The data also reveals that 5.5% of households dump their garbage in their yards. This practice can have adverse effect on the environment and health of residents.

POLICY WT 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 do so.

POLICY WT 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.

BAMBOO LOCAL AREA PLAN

Description

Bamboo Local Planning Area is a rural community located in the hilly interiors of central St. Ann. It is categorized as a District Centre according to the 1978 – 1998 National Physical Plan and as a special area in the STATIN 2011 Population Census. The area is characterized by heavily vegetated undulating terrain. It is located approximately 6 kilometres north-west of the parish capital, St. Ann's Bay,

FIFTH SCHEDULE, *contd.*

which is also the closest local planning area. The boundaries includes the following communities Bamboo Proper (Matron Street), Caneon Road, (Clay Ground Johnson Street), Free Hill, Kima (Spring Gardens), Hazel Wood (Arabia Felix, Kings Hill, Banks) Lilly Field, Homestead (Wakefield), Rickman Drive and Ebenezer.

The boundary of the Local Planning Area starts from the point where Feeder Road (Kimmer Road) meets the Bamboo/Priory secondary road in Clay Ground; then south-easterly and along Feeder Road to where it meets Spring Garden Road; thence westerly and along Spring Graden Road to where it meets the Green Park to Bamboo Main Road; thence south-easterly and along the Green Park to Bamboo Main Road to where it meets the JPS Transmission line; thence north-westerly and along the JPS Transmission line in a straight line to where it meets the Bamboo to Browns Town Main Road; thence north-easterly and along the Bamboo to Browns Town Main Road to where it meets the Lilyfield to Gully Road; thence northerly and along the Lilyfield to Gully Road to where it meets the Lilyfield to Free Hill Road; thence easterly and north-easterly and along the Lilyfield to Free Hill Road to where it meets the Free Hill Road; thence easterly and along the Free Hill Road to the Bamboo/Priory secondary road; thence southerly and along this secondary road to the starting point where the Feeder Road meets the Bamboo/Priory secondary road in Clay Ground.

There are 5,253 persons (STATIN 2011 Population Census) residing within the local planning area. Since 2001, the population has declined by 1.28 percent. During this inter-censual period (2001-2011) an annual growth rate of -0.13 percent was recorded. Assuming that this growth rate remains constant it is projected that the population of the Bamboo Local Planning Area will further decrease to 4,110 persons by the year 2030.

Bamboo 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

Bamboo 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 minibuses.

Public Transportation Centre

There is no public transport facility located within the local planning area. The absence of these facilities has not contributed to any significant traffic congestion.

FIFTH SCHEDULE, *contd.*

However, if the need arises for such a facility the local planning authority should identify suitable lands for that purpose.

POLICY B T1 The local planning authority will seek to establish a suitable transportation centre to accommodate taxis and stage carriers and/or will support the construction of lay-bys and bus bays for the picking up and setting down of passengers including those who are disabled.

POLICY B T2 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 service roads. The Browns Town to Claremont main Road is the main thoroughfare and intersects with the Bamboo – St Ann’s Bay main within the town centre. These roadways are in fairly good condition however, sidewalk facilities are lacking.

POLICY B 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 and persons with disabilities. (Policy SP T10 also applies).

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.

POLICY B T4 All new developments and extensions shall be required to satisfy parking requirements on site unless such provisions can be met elsewhere pursuant to the stipulations of the Development and Investment Manual, Volume 1, Section 1-Planning and Development and to the satisfaction of the planning authorities.

POLICY B T5 The local authority or other relevant agency will be encouraged to allow on-street parking in the town centre only where it does not affect the free flow of traffic and is not detrimental to pedestrian and other road users.

FIFTH SCHEDULE, *contd.*

CONSERVATION OF THE NATURAL AND BUILT ENVIRONMENT

The Natural Environment

The Bamboo local planning area is dominated by a series of undulating terrain rising to elevations more than six hundred metres (600m). 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 B 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 B C2 | Planning permission will not be granted for development on or near conservation areas or regionally important geological sites if detrimental to the environment. |
| POLICY B C3 | 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. |

The Built Environment

There are no declared historic buildings or monuments in the local planning area; however, Chippenham Park Great House is of significance to the Bamboo area and should be preserved for its aesthetics. This colonial styled great house dates back over 2 centuries and is the only round great house structure in Jamaica. This was recently renovated maintaining the antique furnishings and Georgian Style architecture. Steps should be taken to declare or preserve the Chippenham Park Great House or any other building/site in consultation with the Jamaica National Heritage Trust.

- | | |
|-------------|---|
| POLICY B C4 | Recommendations will be made by the local planning authority to the Jamaican National Heritage Trust for any site which adds to the historical or archeological character of the local planning area to be declared historic buildings or heritage sites. |
| POLICY B C5 | Owners of properties on which there are historic relics, will be encouraged to restore and preserve these or ensure preservation and restoration in keeping with the recommendation of the Jamaica National Heritage Trust. |

HOUSING

Housing in the local planning area is characterized by one and two storey single family detached, concrete and wooden units. A relatively large amount of the housing units are owner-occupied and are in fair condition. The STATIN 2011

FIFTH SCHEDULE, *contd.*

Population Census Data shows that there were 1,630 dwelling units, 1,462 housing units and 1,703 households.

Based on the average household size and the current population of 5,772 persons, the area has a deficit of 232 dwelling units, thus there is need for additional housing. With the population projected to decrease to 4,516 persons by the year 2030, no additional housing units would be required to satisfy the housing demand. However, with the government push towards growth and development it is expected that Bamboo Local Planning Area will see an increase in production, population and therefore the need for housing. The local planning authority will therefore ensure that suitable lands are reserved to accommodate any projected housing demand until such land is required it should be used for agriculture or any other appropriate use and released on a timely basis for that purpose.

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 B H1 Residential single-family unit or duplex dwellings will be allowed on lots which satisfy the relevant planning guidelines.

POLICY B H2 Proposals for high density residential developments will normally be considered once all planning and environmental standards are met.

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 B H3 The local planning authority will not grant permission for any development located in environmentally sensitive areas.

POLICY B H4 Housing development will not be allowed on land that is steep and unstable, vulnerable to erosion, slippage, subsidence, flooding or other natural hazards or which will involve costly extraordinary precautions to safeguard.

In 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.

FIFTH SCHEDULE, *contd.*

- POLICY B H5 Industrial and commercial uses not providing an essential service will not normally be located within a residential community.
- POLICY B H6 Proposals for partial change of use of a residential property to a non-residential use and which is not an ancillary 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.

URBAN ECONOMY

Commercial establishments and services are located in the vicinity of the intersection of the Bamboo to Browns Town Main Road and the Bamboo to Priory Secondary Road. 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 B UE1 Due considerations will be given to proposals for the establishment of commercial and other service facility as the need arises in the Local Planning Area.
- POLICY B UE2 The local authorities will seek to develop the urban economy of the local planning area through reservation and the identification of suitable sites for various compatible and necessary uses.

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.

- POLICY B 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 such as neighbourhood shopping facilities.
- POLICY B 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 B UE5 The local planning authority will be minded to support home based cottage industries in areas where compatible

FIFTH SCHEDULE, *contd.*

with the existing surrounding developments and will not be harmful to the environment.

POLICY B UE6

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.

Commercial and office complexes are a few in the Bamboo Local Planning Area with the few activities being concentrated in the core. Without proper planning guidance, the interior residential lots could be converted to uses which create a nuisance for residents and compromise the residential character and integrity of the area.

POLICY B UE7

The planning authority reserves the right to reduce/vary the planning parameters for office or commercial uses as outlined in Figure 1, based on proposal specific considerations. Where such developments are contemplated the privacy and enjoyment of neighbouring dwellings should not be adversely affected.

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 and lands in the urban fence cannot be safeguarded against other activities. However, these lands when needed, could be released for housing and related activities in a timely manner. (See SP RE8)

POLICY B SUE1

Agricultural activities such as poultry and animal rearing which can contribute to the urban economy, will be supported by the local planning authority until the land is required for development.

Agro-processing and crafts are other sustainable income generating methods that can be introduced to absorb the unemployed and diversify the economic activities within the local planning area.

POLICY B 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.

SOCIAL AMENITIES

There are several social amenities located within the Bamboo local planning area namely: schools, health centre, library, post office, churches and police station.

FIFTH SCHEDULE, *contd.*

Currently the area lacks a 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 B 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 in the local planning area. Residents utilize the primary school playground for community events and this is sometimes not feasible for school events.

POLICY B 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 B SA3 No structure shall be allowed on any public open space that does not complement the use thereof (e.g. Telecommunication Towers, etc.).

Educational and Institutional

Educational facilities present within the local planning area are limited to basic and primary schools. There are no secondary school and/or training facilities within the local planning areas.

POLICY B SA4 The local authority will identify sites for new proposals for educational and institutional uses which will be assessed on their own merit when the need arises, and their erection shall conform to all required planning standards.

Cemetery

The Bamboo Public Cemetery is located within the area in the community of Industry. This cemetery is fast approaching its carrying 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 cemeteries located in local planning areas or continue the practice of onsite burial. The local planning authority will not normally support family plot burials on residential lots.

POLICY B SA5 The local planning authority will seek to identify suitable lands to expand the existing cemetery or to establish a new public cemetery.

FIFTH SCHEDULE, *contd.*

- POLICY B SA6 The Local Planning Authority will support the use of crematoria and other approved interment options provided that the relevant planning, health and environmental standards are met.

WATER SUPPLY

The STATIN 2011 Population Census Data reveals that approximately ninety-six (96%) percent of the households in the Bamboo local planning area do not have access to public water facilities but currently utilise private water sources. Residents in areas where public water facilities are absent or unreliable still rely on 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 B WS1 The local planning authority will ensure that the relevant authorities upgrade and implement public water supply system to adequately service the local planning area.
- POLICY B WS2 All developments shall be required to provide catchment tanks or some other method of harvesting rainwater to satisfy their needs in the absence of a piped water supply system.
- POLICY B WS3 The construction of rainwater catchment tanks will be encouraged by the Planning Authorities for residential developments and areas without public water supply.

WASTE TREATMENT AND DISPOSAL

Sewage Disposal

There is no centralized sewage disposal system in the Bamboo Local Planning Area. Septic tanks are used along with absorption pits a method of disposal where this is possible. STATIN 2011 Population Census Data reveals that twenty-five per cent (25%) of the households in the area uses pit latrine, while seventy-one per cent (71%) have water closets. However, all methods of disposal should conform to those recommended by the Ministry of Health and Wellness, the Natural Resources Conservation Authority (NRCA), the local authority and all other relevant authorities.

- POLICY B WTD1 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

FIFTH SCHEDULE, *contd.*

- (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 the local planning area. Data provided by STATIN Population Census 2011 shows that fifty-six per cent (56%) of the household within the local planning area benefits from public garbage collection while thirty-eight per cent (38%) burn their garbage. This practice can have adverse effect on the environment and health of residents.

- | | |
|---------------|--|
| POLICY B WTD2 | 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 B WTD3 | All developments will be required to make adequate provision for the storage and collection of waste matter which should if possible be sorted into non-recyclable and recyclable categories. |
| POLICY B WTD4 | Owners of buildings are expected to have proper garbage disposal facilities on their premises and the local planning authority will encourage the relevant Authority to have large garbage skips placed in public areas as a repository. |

CAVE VALLEY LOCAL AREA PLAN

Cave Valley is a District Centre within the parish of St. Ann, covering an area of 9,581,242.56 square metres (958.12 hectares). This local planning area is located inland and touches the parish border of Clarendon and is comprised of several communities such as Thatch Walk and Norwood. The housing stock within the area is predominantly single-family detached houses in good and fair condition.

The boundary of the area starts from the point where the Fullerton Park Road meets the Clarksonville P.C.R at the intersection; easterly and along the Fullerton Park Road to where it meets the Aboukir/Maida P.C.R; south-easterly and along the Aboukir/Maida P.C.R to where it meets a parcel with Land Valuation Number 08506009; southeasterly and along the western boundary of this parcel to where it meets a parcel with Land Valuation Number 08506008041; south-westerly and along the southern boundary of this parcel to where it meets a parcel with Land Valuation Number 08506008036; south-westerly and along the eastern boundary

FIFTH SCHEDULE, *contd.*

of this parcel to where it meets a parcel with Land Valuation Number 08506008035; south-westerly and along the eastern boundary of this parcel to where it meets a parcel with Land Valuation Number 08506008034; southerly and along the western boundary of this parcel to where it meets a parcel with Land Valuation Number 08506006007; southerly and along the eastern boundary of this parcel to where it meets a parcel with Land Valuation Number 08506006048; southerly and along the eastern boundary of this parcel to where it meets a parcel with Land Valuation Number 08506006034; southerly and along the eastern boundary of this parcel to where it meets a parcel with Land Valuation Number 08506006033; southerly and along the eastern boundary of this parcel to where it meets a parcel with Land Valuation Number 08506006032; southerly and along the eastern boundary of this parcel to where it meets the Cedar Valley P.C.R.; easterly and along the Cedar Valley P.C.R. to where it meets a track; southerly and along this track to where it meets the Greenock Land Settlement Road; thence westerly and along the Greenock Land Settlement Road to where it meets the un-known road; southerly and along the un-known road for a short distance to where it meets the Cave Valley Corner Shop Main Road; north-westerly then northly and along the Cave Valley Corner Shop Main Road to where it meets the Cave River; westerly and along the Cave River to where it meets the Spaulding to Cave Valley Road; westerly and along the Spaulding to Cave Valley Road for a short distance to meet the Norwood P.C.R.; northerly and along the Norwood P.C.R. meet the Thatch Walk to Clarksonville P.C.R.; northeasterly and along the Thatch Walk to Clarksonville P.C.R. to the starting point where the Fullerton Park Road meets the Clarksonville P.C.R. at the intersection.

The Statistical Institute of Jamaica Population Census Data 2011 shows that there are 1,933 persons currently living within the local planning area; a -11.37 percentage decrease from that of 2001 which had 2,181 persons. A -1.2 percent growth rate was recorded for that inter-censal period (2001-2011). It is projected that the population will further decrease to 1,799 persons by the year 2030 assuming that this growth rate remains constant.

TRANSPORTATION AND TRAFFIC

The main modes by which people travel are by private motor vehicles and publicly by route taxis which plies within Cave Valley and to other surrounding communities such as Alexandria, Browns town and sections of Clarendon. The main thoroughfare within the Cave Valley local planning area is the Cave Valley Main Road. All major commercial entities within the area are located along this road.

Public Transportation

The main mode of public transportation in Cave Valley is by taxis and buses. Presently, along the Cave Valley to Corner Shop Main Road, to the south of the

FIFTH SCHEDULE, *contd.*

market, is an open lot, that is used as a transportation centre. This site should be acquired by the government to be used as an official transport centre.

POLICY CV T1 The local planning authority will, seek to have the local authority purchase the lot with Land Valuation Number 08506001004 to be used for the purpose of a public transportation centre and on acquisition, have it developed it so that all public passenger vehicles will be able to operate from this location.

POLICY CV T2 Where necessary The Local Planning Authority will seek to have the local authority, or any other responsible authority construct lay bys at locations within the town area where public passenger vehicles can be accommodated to facilitate traffic movement.

Road Network & Infrastructure

Cave Valley is linked to other areas in St. Ann and Clarendon by means of main roads. These are Cave Valley to Alexandria Main Road, Boroughbridge to Cave Valley Main Road, Cave Valley to Corner shop Main Road and Cave Valley Street leading to Cedar Valley P.C.R. The growth and development of this particular town will rely heavily on the provision of an efficient and safe road network system.

POLICY CV T3 The local planning authority will seek to ensure that road efficiency and safety measures are directed where accidents can be lessened or avoided with particular attention being given to commercial facilities and bus laybys along the main road.

POLICY CV T4 The local planning authority will encourage the local authority along with the other responsible agencies to seek to develop a road-widening, improvements and maintenance programme to address the needs of the local planning area population over time.

Vehicular Parking

While Cave Valley does not experience severe traffic congestion or parking problems, vehicles are often parked on the roadways which obstructs the safe movement of pedestrians and impede the flow of traffic. Areas that experience higher volumes of traffic will need to have parking regulated in a satisfactory manner. These areas include Cave Valley and the community of Clarksonville.

POLICY CV T5 All new commercial and, or office developments or extensions will be required to provide off street parking facilities both for customers and staff and should give

FIFTH SCHEDULE, *contd.*

consideration to persons with special parking needs such as the elderly and disabled as set out in the Appendices.

HOUSING

The Cave Valley local planning area hosts 497 households according to STATIN 2011 Population Census Data. With a population of 1,933 persons and the average household size being 3.2, there is a shortage of 126 households. The population in the year 2030 is projected to decrease to 1,536 persons. To facilitate this population 495 households will be required. Even though the population is projected to decline, lands should still be reserved to accommodate the growth and expansion of Cave Valley as a place of residence and commerce.

POLICY CV H1 The planning authorities will normally only support new residential developments where necessary infrastructure and amenities are available.

Residential housing units in the area are mainly single family detached units with several multi-storey housing units. However, should the need arise for such forms of residential developments, they would have to meet the requirements necessary for such developments; this would have to be in accordance with Appendix 11 Residential Density- Standards and Controls and other relevant policies.

POLICY CV H2 Permission will be given where necessary for single family residential development which would be small in scale on lot sizes which meet the requirements set out in Appendix 20 Minimum Lot Sizes for Single family Residential Development and Appendix 21 General Considerations for Setback for Selected Buildings.

Cave Valley is predominantly a mix farming and residential community. It is therefore imperative that balances be made between preserving viable agricultural lands and satisfying housing needs. To this end where circumstances dictate, the local planning authority will support a mixed-use development. If, however, there is a demand for land for residential purposes, the subdivision have precedence, will and should be in accordance with Policies LPA 1 and LPA 2.

POLICY CV H3 New single family detached housing development in the planning area will be given priority, where there is a conflict with agricultural of the land which should be ancillary to the residential use.

Densities are used to allow different types of development on the land and will take into consideration the local characteristics including geology and slope along

FIFTH SCHEDULE, *contd.*

with the character and interest of surrounding developments. The Cave Valley local planning area is hilly in some sections hence densities in those 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 CV H4 | Residential density shall not exceed 75 habitable rooms per hectare (30 habitable rooms per acre) in the areas shown in the land use proposals map and be in accordance with Appendix 11 and Figure 1. |
| POLICY CV H5 | In areas of steep slopes or unstable geology, density for single family or duplex developments, shall not exceed 50 habitable rooms per hectare (20 habitable rooms per acre), and must conform to the requirements set out in Policy SP H22 - SP H24. |
| POLICY CV H6 | Residential development should not exceed three storeys in height, be set back from property boundaries as indicated in the Appendix 19 and satisfy the necessary planning standards as stipulated by the planning authorities. |
| POLICY CV H7 | The local planning authority will not support residential development in vulnerable areas. |

SOCIAL AMENITIES

The local planning area has a Type I health centre, library, schools, post office, police station, churches, community centres and a few recreational areas. These facilities not only serve the communities within the local planning area but those outside as well.

- | | |
|---------------|--|
| POLICY CV SA1 | The local planning authority will support the expansion and upgrading of all social facilities and will identify lands for the purpose as the need arises. |
| POLICY CV SA2 | 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. |

Recreational Areas and Open Space

The community centre within the Cave Valley local planning area, has a football field attached and is dilapidated and is need of repairs. There is a need for the upgrading and expansion of the facility.

FIFTH SCHEDULE, *contd.*

- | | |
|---------------|---|
| POLICY CV SA3 | The local planning authority will support the expansion and upgrading of the community centre. |
| POLICY CV SA4 | Lands already allocated as open spaces or playfields will be prohibited from being used for unrelated developments and any developments which out of necessity must be located here will only be given permission if an alternate site is developed for the existing use. |

Educational and Institutional

The Cave Valley local planning area hosts the Clarksonville All Age School and the Aboukir High School. Education plays a vital role in the development and well-being as well as the social, economic and cultural development of a country. The local planning area needs a balance in the level of education available.

- | | |
|---------------|---|
| POLICY CV SA5 | The local planning authority will identify suitable lands within the local planning area to establish additional educational facilities as the need arises. |
| POLICY CV SA6 | Developments which would result in the reduction of the available educational facilities will not be encouraged unless provisions can be made elsewhere at a suitable location to offset any loss which would result from such development. |
| POLICY CV SA7 | New proposals for educational and institutional facilities will be assessed on an individual basis and shall conform to all required planning standards including those of Ministry of Education. |
| POLICY CV SA8 | The multiple use of public facilities will be encouraged where this is feasible. |

Cemetery

There are no public cemetery in the local planning area and as such suitable lands should be acquired for the siting of a new cemetery. A cemetery is located on the property of the Clarksonville Baptist Church and as such belongs to the church. The local planning authority will not normally support family plot burials on residential lots especially in urban areas hence use of the cemetery should be encouraged.

- | | |
|---------------|---|
| POLICY CV SA9 | The local planning authority will along with the appropriate agencies identify suitable lands to establish a new one as the situation warrants. |
|---------------|---|

FIFTH SCHEDULE, *contd.*

- POLICY CV SA10 The local planning authority will support the use of columbarium as an alternative to burial or any other acceptable method that will conserve on land space.

URBAN ECONOMY

The local planning area has a variety of economic activities and services that are utilized by residents and persons from other communities located within the parish. These involve commercial facilities, transportation services, small business operations, and administrative services. Cave Valley's commercial district provides good and services ranging from wholesales, markets and shops, garages among others.

Developments that will boost the economic base of the area will be supported in designated areas as shown on the Cave Valley Local Planning Area Land Use Proposed Zoning.

- POLICY CV UE1 Due consideration will be given to proposals for the establishment of commercial and other service facilities as the need arise in the local planning area.
- POLICY CV UE2 Industrial developments and service industries which are compatible with the general character of the area and have no adverse impact on the environment in which they are to be located will be encouraged.

Commercial development in Cave Valley is sparse with the largest business being grocery shops and bar that stands in the town centre and Clarksonville. The other commercial activities are not enough to bring the necessary diversity of the economy that is required for a vibrant commercial centre. There is a need to provide alternative forms of development to achieve this and provide a wide range of opportunities for residents for the sustained balanced development of the area.

- POLICY CV UE3 The local planning authority will support the development of a variety of service and commercial establishments within Cave Valley on lots zoned for that purpose provided that they conform with the requirements for such development as indicated in this Order.
- POLICY CV UE4 Small compatible business activities along with light industrial enterprises will be supported at suitable locations where the necessary infrastructure and facilities are available in an effort to create employment opportunities in the area.

FIFTH SCHEDULE, *contd.*

POLICY CV UE5 For commercial and office uses, the following standards shall apply:

- (i) Buildings shall not normally exceed two (2) storeys in height.
- (ii) Buildings may maintain a zero-lot line except to the front which should be in accordance with road reservations and building lines and where it adjoins residential development to the satisfaction of the planning authority
- (iii) Buildings should adhere to a floor area ratio of 0.5 plot coverage of no more than 33^{1/3}% (See Figure 1).

Commercial and office complexes are a few in the Cave Valley Local Planning Area with the few activities being concentrated in the core. Without proper planning guidance, the interior residential lots could be converted to uses which create a nuisance for residents and compromise the residential character and integrity of the area.

POLICY CV UE6 The planning authority reserves the right to reduce/vary the planning parameters for office or commercial uses as outlined in Figure 1, based on proposal specific considerations. Where such developments are contemplated the privacy and enjoyment of neighbouring dwellings should not be adversely affected.

SUB-URBAN ECONOMY

Several small farmers practice subsistence farming which is growing crops such as bananas, coconuts, pineapple, citrus in the suburban parts of the local planning area for both domestic and commercial purposes. Over the years, agricultural production has declined significantly, the planning authorities will support as best as possible proposals that will provide employment for residents that will improve their earnings.

POLICY CV SUE1 The Local Planning Authority will support proposals for agricultural development which is not in conflict with the character of the area, or impact adversely on the environment or have a deleterious effect on residential activities.

FIFTH SCHEDULE, *contd.*

CONSERVATION OF THE NATURAL AND BUILT ENVIRONMENT

Natural Environment

The Cave Valley local planning area comprises of a diverse mix of natural environments. The area has a system of connecting limestone caves located on the banks of the Cave River. These caves should be protected due to their biological, hydrological, and scientific importance.

POLICY CV C1 Planning permission will not be given for any development in the vicinity of the sinkhole which would obstruct the underground flow of the river.

POLICY CV C2 Any human interference of exploitation of any cave within the order Area to prevent any airflow of the caves will be resisted so as to protect the habitat of any endemic and/or endangered species.

POLICY CV C3 Development proposals which would affect the site of wildlife significance will not be permitted unless provision can be made to maintain the site's role for nature conservation.

The Greenock Forestry Reserve is in the local planning area and this is an environmentally sensitive area which should be reserved as such.

POLICY CV C4 Planning permission will not be given for any development which would result in the wanton destruction of the area's forest.

The Cave River meanders through the local planning area. This small river can be hazardous to humans and livestock during seasons of heavy and prolonged rainfall as it causes flooding and then sinks underground *via* a sinkhole. This natural process though dangerous, replenishes the fertility of the soil.

POLICY CV C5 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 CV C6 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 or other relevant agency.

POLICY CV C7 The planning authorities will ensure that environmentally sensitive or vulnerable areas are reserved as natural

FIFTH SCHEDULE, *contd.*

areas and greenbelt reserves for recreation whenever possible and used as open space buffers between incompatible land uses.

Historical, Archaeological Sites and Building

According to the Jamaica National Heritage Trust, the Cave Valley Sugar Estate was established in the 1870's (in reference to the date on plaque of chimney). To date a chimney used to smoke away the fumes from the factory has remnants in the area. The estate produced sugar, molasses and rum. This historical monument is a reminder of the dominant economically viable commodity, the production of sugar.

POLICY CV C8 Planning permission will not be given for any development that would result in damage to or the destruction of any building or monument such as the landmark historic brick tower in the town.

POLICY CV C9 The local planning authority will not support any proposed development on historic buildings and sites without first consulting the Jamaica National Heritage Trust.

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 2011 Population Census Data reveals that sixty per cent (60%) of the households used pit latrine, while forty per cent (40%) had water closets. However, all methods of disposal should conform to those recommended by the Ministry of Health and Wellness, the Natural Resources Conservation Authority (NRCA), the local authority and all other relevant authorities.

POLICY CV 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.

Solid Waste Disposal

The local planning area is serviced by the North East Parks and Markets garbage collection system. According to STATIN 2011 Population Census Data, of the 497 households within the local planning area, six per cent (6%) have access to public garbage collection facilities while seventy-eight per cent (78%) burn their garbage. The inefficiency in the garbage collection system has resulted in

FIFTH SCHEDULE, *contd.*

overflowing skips and the presence of small illegal dump sites throughout the local planning area.

POLICY CV 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 and the facilities to undertake same.

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 and collection in tamper and rodent proof devices.

POLICY CV WT3 The planning authority will ensure that all developments make provisions for the storage and collection of waste within their development in tamper proof and rodent proof devices located where they are easily removed for clearance.

WATER SUPPLY

The STATIN 2011 Population Census Data reveals that zero point one five percent (0.15%) percent of the households in the Cave Valley Local Planning Area have access to public water facilities. Currently seventy-six percent (76%) of water is accessed privately *via* catchment tanks and rainwater harvesting techniques.

POLICY CV WS1 The local planning authority will seek to have the relevant authorities upgrade and improve the existing public water supply system to adequately service the local planning area by zoning lands necessary for the process.

POLICY CV WS2 All developments shall be required to provide catchment tanks or some other method of harnessing rainwater to satisfy their needs in the absence of a piped water supply system.

POLICY CV WS3 New developments which are served with piped domestic water are encouraged to also make provision for the use of rainwater/grey water for the watering of plants and gardens.

GROWTH AREAS

There are eight (8) areas in this Order that are identified as growth areas. These areas have specific spatial criteria that differ from the local planning areas. They have several services that are similar to the local planning areas and generally experience some amount of growth. These growth areas are identified as Lime Hall, Gibraltar, Bensonton, Madras, Stephney, Nine Miles, Alderton and Golden Grove.

FIFTH SCHEDULE, *contd.*

The intention is for these areas to be supported by not only public but private investments as well in social and infrastructural facilities and economic activities which will be in grasp of the population. It may however be necessary in some instances to provide new infrastructure or extend existing ones to support the slight increase in growth within these areas.

Based on the foregoing, the following policies will be applicable in all Growth Areas (GAs):

- | | |
|-------------|---|
| POLICY GA 1 | The local planning authority will support the subdivision of lands in sections of the Growth Areas in large or homestead type lots as a supplement to those in the local planning areas to accommodate individuals who are desirous of living on large lots with a view for undertaking income-generating activities. |
| POLICY GA 2 | Building and structures for the accommodation of livestock will not normally be permitted where residential amenities 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 environments. |

APPENDICES

APPENDIX 1

GENERAL GLOSSARY

In these Appendices—

“advertisement” means any word, letter, model, sign, placard, board, notice, device or representation, whether illuminated or not, in the nature of and employed wholly or in part for the purposes of advertisement, announcement or direction, and without prejudice to the foregoing provision includes any hoarding or similar structure used or adapted for use for the display of advertisements, and references to the display of advertisements shall be construed accordingly;

“agriculture” means the cultivation of the soil for any purpose, the breeding and keeping of livestock and pond fish, the keeping of apiaries, the use of land for grazing, meadows, nurseries, the growing of economic fruit trees and the use of lands for woodlands where this is auxiliary to other agricultural activities. (See also Third Schedule – Part 5- for the explanation of certain terms used in the pursuit of agriculture and for which planning permission is required.)

FIFTH SCHEDULE, *contd.*

- “agricultural land” means land which before any development permitted is carried out is land use for agricultural and excludes any dwelling house or garden;
- “amenity area” means an area within a development which is intended for leisure purposes which may include landscaped site area, communal lounges or swimming pools;
- “apartment building” means a multi-dwelling building comprising three or more dwelling units with shared entrances and other essential facilities and services and with shared facilities provided for dwelling units;
- “bad neighbour” means use that has a seriously detrimental effect on the locality in terms of noise, traffic or disturbance to people living near it;
- “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 an area where development is concentrated and contiguous to or forming part of the urban area where land is either developed, committed for development or the subject of a new land allocation in this plan. It is a policy boundary concept rather than what exists and is the area within which the general presumption is in favour of development and outside which is against development;
- “business centre” means any designated area forming part of the local planning area, where office and commercial facilities would normally be supported. The Business Centre is intended to accommodate a range of uses providing general goods and services to the community;
- “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 absorbs carbon dioxide;
- “commercial development” means development for the provision or supply of goods or service by wholesale or retail; but does not include a warehouse;
- “cubic content” means the cubic content of a structure or building measured externally;

FIFTH SCHEDULE, *contd.*

“curtilage” means the ground which is needed for the comfortable enjoyment of a house or other building and is an integral part of the same although it has not been marked off or enclosed in anyway;

“density” means the number of habitable rooms that will be allowed per hectare of land;

“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;

“ecologically sensitive area” means an area which is vulnerable to natural disasters and human impact;

“entertainment” means those industries that have their origin in individual creativity, skill and talent, and which have the common element of selling or otherwise profiting from creative works or services provided by creative actors and or individual creativity or skill;

“entertainment district” means a geographically defined area which capitalizes on local cultural assets that are directly related to the cultural, economic and social development of the community;

“entertainment zone” means a geographically defined area within which the primary activity is the capitalizing of cultural and creative assets. It may include specialized districts including entertainment, cultural arts establishments, retail, educational, sporting, social or religious facilities;

“environmental impact assessment” means a study of the environment to detect how a development would impact on the environment in the area in which the development is proposed;

“express consent” has the meaning given by the control of advertisement regulations 1978;

“facade” means any exterior surface of a building other than the roof;

“flat” means a separate and self-contained premises constructed for use as a dwelling and forming part of a building from some other part of which it is divided horizontally;

“floor” means the number of levels in a building to include basements;

“floor area” means the gross horizontal area of all floors of buildings, structures or erections covered or uncovered measured from the exterior faces of exterior walls or exterior supporting columns for any floor not enclosed by exterior walls together with any floor space provided for mechanical equipment, elevator shafts and stairwells at each floor, other than basement space used as car parking facility;

FIFTH SCHEDULE, *contd.*

“floor area ratio/plot area ratio/floor space index “ means the ratio of total floor area of a building to land area at the location expressed as a decimal which is determined by dividing the total building area on a lot/site by the lot area;

“ground cover/footprint” means the amount of ground space at grade covered by building development whether or not it is roofed or un roofed, enclosed by walls, or open space used for accommodation or any auxiliary purposes but does not include parking areas;

“habitable room” 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 on assembly purposes including but not limited to residences, multi-family dwelling, apartments, churches, food facilities and industrial building;

“home stay” means a unit within a house, with a maximum of nine (9) rooms and the owner is resident in the home. Only breakfast is served;

“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;

“material consideration” means a single planning unit consisting of a mix of compatible uses such as residential, commercial and office activities;

“mixed-use development” means issues that can be taken into account in determining planning applications. These should relate to the purpose of planning legislation and the need to promote the public interest and must fairly and reasonably relate to the application being considered such as impact of the proposal on the neighbourhood;

FIFTH SCHEDULE, *contd.*

“node” means a mixed-use community or areas of activity for residential living in an area and for people in nearby communities;

“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;

“operational requirements” means where the proposed use in a development can still operate effectively on the amount of parking spaces being provided. This may vary according to the development concerned;

“permitted development” means the classes of development which may be undertaken without requiring planning permission as this is deemed to have been 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;

“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 single storey 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 percent (40%) of the principal use;

“rural areas” means lands outside the built-up or coastal areas;

“satellite antenna” means an apparatus designed for transmitting microwave radio energy to satellites or receiving it from them, and includes any mountings or brackets attached to such apparatus;

“shop” means a building used for the carrying on of any retail trade or retail business wherein the primary purpose is the selling of goods by retail or for any other purpose appropriate to a shopping area;

“shoreline” means land extending inland to a distance of 150 metres (500ft) from the shoreline of any navigable waterbody;

“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.*

“strategic gap” means an open area of land where development will be strictly controlled to prevent the coalescence of existing built up areas;

“studio” means an open multifunctional unit which serves as living, sleeping and cooking area along with a bathroom (which may or may not be enclosed) and having a maximum floor area of 37.16 metres (400 square feet);

“structure” means anything constructed or erected with a fixed or permanent location on the ground or requiring a fixed location on the ground or attached to something having a fixed location on the ground such as building, platform, swimming pools, sheds, boundary walls, fences, radio towers *etc*;

“sub-urban area” means lands that are outside the built-up urban 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; but for which permission would require between classes;

“urban” means a built-up area or 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.

TELECOMMUNICATIONS NETWORK - GLOSSARY

Base Station—means a structure or structures that consist of transmitters and receivers that are connected to antennas by feeder cables. A base station can be a microcell, macrocell or picocell and can either be mobile or fixed;

Co-Location/mast sharing – means the utilization of one site by more than one service provider and/or the utilization of one or more masts by more than one service provider;

Exclusion zone—means an area within which radiation exposure guidelines may be exceeded. Zones shall be a minimum of 20 metres by 20 metres (65.6 ft. by 65.6 ft.) in size and the physical barrier shall be a minimum of 3 metres (9.8 ft.) in height;

Macrocell—means a base station that provides the largest area of coverage within a mobile network. The antennas at this station must be positioned at a height, which prevents obstruction from terrain or buildings;

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 (9.8 ft.) in height which encloses a base station;

Picocell—means a base station, which is normally found within existing buildings and provides more localised coverage than a microcell;

Precautionary approach—means before a development is permitted it should be shown that the risk from the development is acceptably low. The lack of full scientific certainty or an absence of information indicating that a risk is unacceptably high should not be reasons to approve development;

Radio waves—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 St. Ann's Bay is the parish capital and the main administrative centre that provides services to the parish. There are eleven (11) major towns throughout the Development Order Area. Development policies and guidelines have been prepared for these local planning areas.

The major local planning areas are:

1. St. Ann's Bay
2. Ocho Rios
3. Brown's Town
4. Discovery Bay
5. Claremont

FIFTH SCHEDULE, *contd.*

6. Moneague
7. Alexandria
8. Runaway Bay
9. Watt Town
10. Bamboo
11. Cave Valley

FIFTH SCHEDULE, *contd.*

APPENDIX 3

*Schedule of Monuments, Historical and Archaeological Buildings
and Ecological Sites*

St. Ann has a rich heritage with several monuments and historical sites. The following have been listed as Declared National Sites and Monuments in St. Ann by the Jamaica National Heritage Trust.

NAME	LOCATION
St. Ann's Fort	St. Ann's Bay
Old Fort	Mammee Bay
Columbus Memorial	Seville
Birthplace of Marcus Garvey	32 Market Street
Court House	St. Ann's Bay
Old Priory Church Ruin	2 Miles West of St. Ann's Bay
Ramble Great House	Alderton
Bromley Great House	Walker's Wood
Seville Great House	Seville
Annandale Great House	Near Epworth
Belmont Great House	Belmont Bogue
Cardiff Hall	Runaway Bay
Edinburgh Castle (Ruins)	Near Bensonton
Minard Great House	Near Brown's Town
New Hope (Minard) Great House	Near Brown's Town
York Castle Great House	York Castle
Orange Valley Complex including Orange Valley Estate Great House	Orange Valley Near Brown's Town
The Lake House	Moneague
Albion Great House	Albión
Antrim	Near Surge Town
Site of Seville Nueva	Seville
Spanish Treasure and Trench	Windsor
Chesterfield Caves	Chesterfield
Johnnie Spring Cave	Chesterfield

FIFTH SCHEDULE, *contd.*

Salisbury/Conventry	Salisbury
Cave and Arawak Carvings	Near Ocho Rios

NAME	LOCATION
Fern Gully	Ocho Rios
Dunn's River Fall	Ocho Rios
Clock Tower	St. Ann's Bay
The Moneague Inn	Moneague
Spanish Bridge	Border of St. Ann and St Mary (White River)
Bob Marley Mausoleum	Nine Mile
Liberty Hill Great House	Lime Hall
St. Ann's Bay Court House	St. Ann's Bay
Our Lady of Perpetual Help Catholic Church	St. Ann's Bay
Seville Water Wheel	St. Ann's Bay
Sturge Town Baptist Church	Sturge Town
St Mark's Anglican Church	Brown's Town
St Hilda's Diocesan School	Brown's Town
Green Grotto Cave	Runaway Bay
Bengal Bridge	Bengal
Mammee Bay Water Wheel	Mammee Bay
St Matthew's Anglican Church	Claremont

FIFTH SCHEDULE, *contd.*

APPENDIX 4

Schedule of Beaches along the coast of St. Ann

LOCATION	TYPE
Bengal Lot 1	Bathing beach
Alloah	Bathing beach
Puerto Seco	Bathing beach
Discovery Bay	Bathing beach
Pear Tree Bottom	Bathing beach
Swallow Hole	Bathing beach
Cardiff Hall	Fishing beach
Salem	Fishing and bathing beach
Laughlands	Fishing beach
Priory	Fishing and bathing beach
Seville	Fishing and bathing beach
Roxbourough	Fishing and bathing beach
Drax Hall	Bathing beach
Mammee Bay	Fishing and bathing beach
Laughing Waters	Bathing beach
Dunn's River Fall	Commercial and bathing beach
Sailor's Hole	Fishing and bathing beach
Turtle Beach	Bathing beach
White River (Rennies)	Fishing beach
Flavours Beach	Fishing and bathing beach
Fantasy Beach	Fishing and bathing beach
Pearly Beach	Fishing and bathing beach

FIFTH SCHEDULE, *contd.*

APPENDIX 5

*Schedule of Road Standards**(All measurements in metres)*

Type of Road	Total Reservati on	Carriage- way	Side Reservation(each side)			
			Total	Paved	Planted	
(a) Service Roads	9	6	1.5	-	-	Reservation, carriageway, paving and planting may be varied by local planning authority depending on circumstances.
(b) Housing Estate Roads	12	6	3	1.2	1.8	Paving and planting may be varied by local planning authority depending on circumstances.
(c) Main Housing Estate Roads	15	8.5	3.25	1.45	1.8	Paving and Planting may be varied by local planning authority depending on circumstances.
(d) Arterial Roads	30	7.5	See special requirements			(2)2.4 shoulders and a median strip, or such requirements as the local authority may consider adequate.
(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.

FIFTH SCHEDULE, *contd.*

Standard of new roads and improvements to existing roads will be required to comply with the above schedule. Roads are in four classes:—

- | | |
|--------------------------------|--|
| (a) Service Roads: | These are used for direct access to individual lots within a residential area or for access to commercial premises. |
| (b) Housing Estate Roads: | These are intermediate collector roads for traffic generated by service roads. |
| (c) Main Housing Estate Roads: | These are the main roads within a residential area and would normally be used as bus routes or as denser traffic routes through residential areas. |
| (d) Arterial Roads: | These are the main roads normally through the city or towns linking parts of the city or towns. |

FIFTH SCHEDULE, *contd.*

APPENDIX 6

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

(All measurements are in metric)

Road Type	Total Width (m)	Carriage Way (m)	SIDEWALK RESERVATION			Visibility Splay Angle (Degrees)	Splay Distance (m)
			Total(one side)	Paved	Planted (m)		
Service Road	9	6	1.5	-	-	45	1.8
Estate Road	12	6	3.0	1.2	1.8	45	3.0
Main Estate Road (spine or collector)	15	8.5	3.25	1.45	1.8	30	3.0
Main arterial road (adjacent residential areas)	21	14.6 Dual	3.25	1.45	1.8	30	2.1

Shoulders

- Shoulders are required to support the paved surface of the road and to provide areas for safe emergency stopping of vehicles. They should never be used as permanent parking places for vehicles.
- The construction of shoulders should be done as carefully as the construction of the main paved area of the road except that shoulders on access roads would not normally be paved.
- Unpaved shoulders should be properly grassed and maintained, as if they are not, storm water may enter the road base and affect the stability of the road.

FIFTH SCHEDULE, *contd.*

APPENDIX 7

*Parking and Loading Requirements**Schedule of Vehicle Parking requirements in accordance with use classes*

PARKING AND LOADING REQUIREMENTS SCHEDULE OF VEHICLE PARKING REQUIREMENTS IN ACCORDANCE WITH USE CLASSES			
Type of Development	SPECIFIC REQUIREMENTS	PARKING PROVISION	OPERATIONAL REQUIREMENTS
USE CLASS 1-SHOPS			
(a) Shops, Stores,	Shops and stores up to 200 square metres	1 space per 60 square metre	2 spaces per unit
	Shops 201 to 1000 square metres	1 space per 30 square metre	2 spaces or unit
	Large comparison shops (non-food retail stores)	1 space per 15 square metre	1 space per 100 square metres
(b) Supermarkets	Supermarkets 1001 to 5,000 square metres	1 space per 15 square metre	
	Supermarkets over 5,000 square metres	1 space per 12 square metre	
(c) Business Processing Outsourcing (BPO)		1 space for each 40 square metres of gross floor area	
(d) Post Office		1 space per 15 square metres	
(e) Sale Of Tickets or as a Travel Agency			
(f) Sale of Sandwich		6 spaces per unit plus *	
	Where an additional dining area or public dining area is provided	1 for each 4.5 square metres	
(g) Hair dressing and Barbering		3 spaces for each operator chair	1 space for each employee

FIFTH SCHEDULE, *contd.*

PARKING AND LOADING REQUIREMENTS SCHEDULE OF VEHICLE PARKING REQUIREMENTS IN ACCORDANCE WITH USE CLASSES			
Type of Development	SPECIFIC REQUIREMENTS	PARKING PROVISION	OPERATIONAL REQUIREMENTS
	and drink for consumption on the premises	or 1 space per 4.5 square metres of public dining room	
USE CLASS 4-DRINKING ESTABLISHMENTS			
Public house, bars or other drinking established (but not a night club)		1 space per 5 seats or 1 space per 4.5 square metres of public area	1 space for bar staff
USE CLASS 5-HOT FOOD TAKEAWAYS			
Food for consumption off the premises		6 spaces per unit, plus 1 for each 4.5 square metres of dining room if one exists.	
USE CLASS 6-BUSINESS			
(a) Office(other than use within Class- 2 Financial and Professional Services)	Office space up to 240 square metres gross floor area	1 space per 35square metres	
	Office space over 240 square metres gross floor area	12 spaces plus, 1 space per 25 square metres over 240 square metres	
(b) Research and development of products	In both instances (a*b) 10% should be for visitors	1 space per 50 square metres of floor area	
(c) Any light industrial process	Where building is designed for industrial purposes	1 space for each 185 square metres of gross floor area including office area	
(d) Call centres		1 space per 1:40 square metres	

FIFTH SCHEDULE, *contd.*

PARKING AND LOADING REQUIREMENTS SCHEDULE OF VEHICLE PARKING REQUIREMENTS IN ACCORDANCE WITH USE CLASSES			
Type of Development	SPECIFIC REQUIREMENTS	PARKING PROVISION	OPERATIONAL REQUIREMENTS
USE CLASS 7-GENERAL INDUSTRY			
Carrying on of any Industrial process other than one falling in Class 6	240 square metres gross floor area or under	1 space per 20 square metres	In locations with medium public transportation availability 1 space per 50 square metres
	Over 240 square metres gross floor area in both cases 10% of the total parking should be identified and reserved for visitors	12 spaces plus 1 space per 25 square metres over 240 square metres	In locations with poor public transportation accessibility 1 space per 40 square metres
USE CLASS 8-STORAGE OR DISTRIBUTION			
Use for storage or as a distribution centre or a wholesale warehouse	240 square metres gross or under	1 space per 20 square metres	Plus provision in accordance with B6 for any office accommodation
	Over 240 square metres	12 spaces plus 1 space per 100 square metres	
USE CLASS 9-HOTELS			
(a) Use as Hotels and Motels	1 coach parking space for every 50 bed spaces in the hotel or motel	1 parking space for each 2 of the first 40 rental sleeping units; 1 additional space for every 3 rental sleeping units thereafter plus 1 for each 4.5 square metres of public dining room.	1 employee parking space for each 10-guest room
(b) Guest House		1 space per bedroom	1 space per 3 staff

FIFTH SCHEDULE, *contd.*

PARKING AND LOADING REQUIREMENTS SCHEDULE OF VEHICLE PARKING REQUIREMENTS IN ACCORDANCE WITH USE CLASSES			
Type of Development	SPECIFIC REQUIREMENTS	PARKING PROVISION	OPERATIONAL REQUIREMENTS
	Where dining area exist	1 space per 4.5 square metres	
(c) Villas			1 space per 2 bedroom villa 2 spaces per 3 bedroom villa
(d) Boarding House			1 space per 2 bedroom
USE CLASS 10-RESIDENTIAL INSTITUTIONS			
For the provision of residential accommodation and care to people in need of after care (a) Hospital	Outpatient- 1 space per 2 beds	1 space for each 4 beds	1 per doctor plus 1 for 3 staff
(b) Clinic/Health Centre		3 spaces for each practitioner	
(c) Residential school college or training centre		1 space per 4 beds	1 parking space per 3 staff
(d) Nursing home		1 space per 6 beds	
USE CLASS 11-SECURE RESIDENTIAL INSTITUTION			
Secure residential accommodation		1 space or full-time equivalent staff	Visitor-individual merit

FIFTH SCHEDULE, *contd.*

PARKING AND LOADING REQUIREMENTS SCHEDULE OF VEHICLE PARKING REQUIREMENTS IN ACCORDANCE WITH USE CLASSES			
Type of Development	SPECIFIC REQUIREMENTS	PARKING PROVISION	OPERATIONAL REQUIREMENTS
(a) Prison (b) Young offenders institution (c) Detention centre (d) Secure training centre (e) Custody centre (f) Short term holding centre (g) Secure hospital (h) Military barracks	Information notes: this class includes a variety of uses which are governmental activities which will demand a varying need for parking. As the Act does not bind the crown standards should be used as a guide but there must be flexibility and applications should be looked at on a case by case basis. Visitor parking requirements will vary between institutions and should be dealt with on an individual application basis.		
USE CLASS 12-DWELLING HOUSE			
(a) Private Residence (up to 2 bedroom)		1 space for each individual unit	
(b) Private Residence (over 2 bedroom)		2 spaces for each individual unit	

FIFTH SCHEDULE, *contd.*

PARKING AND LOADING REQUIREMENTS SCHEDULE OF VEHICLE PARKING REQUIREMENTS IN ACCORDANCE WITH USE CLASSES			
Type of Development	SPECIFIC REQUIREMENTS	PARKING PROVISION	OPERATIONAL REQUIREMENTS
(c) Apartment* buildings and Town houses	studios or efficiency apartment unit	1 space per unit	0.5 space per unit for visitors
	a) Up to 1 bedroom unit	1 space per unit	
	b) 2 bedrooms but less than 3 bedrooms	2 spaces per unit	
	c) 3 bedrooms and over	2.5 spaces per unit	
(d) Elderly persons accommodation (self-contained dwellings)		2 spaces per 3 units	
(e) Elderly persons accommodation (grouped flatlets)		1 per three one-bedroom units	
USE CLASS 13-NON RESIDENTIAL INSITUCTIONS			
(a) Medical or Health Services	Group medical, or veterinary or dental practice	2 spaces per practitioner plus 4 spaces per examination room	
(b) Creche, day nursery, day care centre		1 space per 3 staff members ⁶	Plus an area for setting down and picking up children
(c) Health centre or clinic		3 spaces for each practitioner	
(d) Non-residential education and		1 space per each 8 seats	

FIFTH SCHEDULE, *contd.*

PARKING AND LOADING REQUIREMENTS SCHEDULE OF VEHICLE PARKING REQUIREMENTS IN ACCORDANCE WITH USE CLASSES			
Type of Development	SPECIFIC REQUIREMENTS	PARKING PROVISION	OPERATIONAL REQUIREMENTS
Training Centre			
(e) Display of records of Art		1 space per 30 square metres of public display area	
(f) Museum		1 space per 30 square metres of public display area	
(g) Public library	1 space for every 5 reading or study room	1 space per 45 square metres	Minimum requirement 3 spaces
(h) Public worship or Religious Instruction	1 space per 7 seats plus requirement in parking provision	1 space for each 4.5 square metres of floor area in assembly rooms with movable seats or 1 space per 6.5 square metres of floor area if no seat is provided.	
(i) Court of law		1 space per 10 seats.	
(j) Art gallery		1 space per 30 square metres of public display area	
(k) Primary schools		1 space for every 5 teachers	A minimum of 3 spaces for visitors
(l) Secondary schools		1 space for every 5 teachers plus 1 space for every 3 non-teaching staff	A minimum of 3 spaces for visitors
(m) Past secondary		1 space for every 2 members of	

FIFTH SCHEDULE, *contd.*

PARKING AND LOADING REQUIREMENTS SCHEDULE OF VEHICLE PARKING REQUIREMENTS IN ACCORDANCE WITH USE CLASSES			
Type of Development	SPECIFIC REQUIREMENTS	PARKING PROVISION	OPERATIONAL REQUIREMENTS
Institutions (galleries, universities etc.)		academic staff plus 1 space for every 5 full-time equivalent students in addition to administration requirements, 5 spaces for visitors	
USE CLASS 14-ASSEMBLY AND LEISURE			
(a) Public Hall, exhibition hall		1 space for every 25 square metres of exhibition area	
(b) Concert hall, theatre, cinema music hall	1 space per 10 seats in town centre locations	1 space per 7 seats	
(c) Dance hall (but not a night club)		1 space per 4.5 square metres of public floor area	
Swimming bath		1 space per 5 square metres of pool area	1 space per 3 staff
skating rinks		1 space per 12 square metres	
gymnasium		1 space per 18 square metres of ground floor area	
sport arenas or other indoor games		1 space per 4 seats	1 space per 3 staff
community centre		1 space per 25 square metres	1 space per 3 staff

FIFTH SCHEDULE, *contd.*

PARKING AND LOADING REQUIREMENTS SCHEDULE OF VEHICLE PARKING REQUIREMENTS IN ACCORDANCE WITH USE CLASSES			
Type of Development	SPECIFIC REQUIREMENTS	PARKING PROVISION	OPERATIONAL REQUIREMENTS
SERVICE PARKING			
Shops, Stores, Supermarkets	Less than 5,000 square metres	1 space per 500 square metres or part thereof	
	5,000-10,000 square metres	1 space per 750 square metres or part thereof	
	Over 10,000 square metres	1 space per 1,000 square metres or part thereof	
Industry		1 space per 500 square metres or part thereof	
Storage and Distribution		1 space per 500 square metres or part thereof	
SUI GENERIS			
(a) Petrol Filling Station		2 spaces plus a minimum of 3 waiting spaces where a car wash exists	
(b) Golf Courses		4 spaces per hole	
(c) Tennis/Badminton		4 spaces per court	
(d) Amusement Arcade		1 space per 18 square metres ground floor area	
(e) Launderette		1 space per 18 square metres of ground floor area.	

FIFTH SCHEDULE, *contd.*

PARKING AND LOADING REQUIREMENTS SCHEDULE OF VEHICLE PARKING REQUIREMENTS IN ACCORDANCE WITH USE CLASSES			
Type of Development	SPECIFIC REQUIREMENTS	PARKING PROVISION	OPERATIONAL REQUIREMENTS
(f) Taxi business		1 space per 20 square metres of ground floor area.	
(g) Hostel		1 space for every 4 units plus 1 every 20 residents for visitors.	
(h) Retail Warehouse Club		1 space per 10 square metres of floor area.	
(i) Night Club		1 space per 4.5 square metres of public floor area or each 4 seats	
(j) Casino		1 space per 4.5 square metres of public floor area or each 4 seats	
(k) Disabled	<p>In all vehicle parking areas for developments accessible by the public disabled parking should be provided as follows: up to 50 spaces- at least 5% of capacity subject to a minimum of 2 spaces to be reserved.</p> <p>between 50 and 100 spaces- 5% of capacity subject to a minimum of 5 spaces</p>		

FIFTH SCHEDULE, *contd.*

PARKING AND LOADING REQUIREMENTS SCHEDULE OF VEHICLE PARKING REQUIREMENTS IN ACCORDANCE WITH USE CLASSES			
Type of Development	SPECIFIC REQUIREMENTS	PARKING PROVISION	OPERATIONAL REQUIREMENTS
	Over 100 spaces - 5% of capacity subject to a minimum of 10 spaces to be reserved		
Notes: 1. Loading and unloading bays should be located so that vehicles using them can: (a) Manoeuvre safely and conveniently to and from any right of way (b) Load and unload without obstructing or interfering with any parking space or parking lot aisle. 2. Loading and unloading bays should not be used to satisfy off street parking requirements. 3. Where the parking spaces are being monitored so that drivers could be directed to them e.g. Office area, it is suggested that there could be a mixture in the size of parking bays to allow for various types of motor vehicles. Suggested size are for Compact-4m x 1.7m Mid-Size-4.5m x 1.8m Full-5.1m x 2m Adequate access to each space will be required along with turning facilities, that is, a space the length and width of the vehicle. 4. Turning space should be provided to allow commercial vehicles to turn on the property. 5. The design layout and landscaping of parking areas shall be in accordance with Appendix 9 and Figures 2, 3 and 5.			

FIFTH SCHEDULE, *contd.*

APPENDIX 8

The Design of Parking Facilities

1. The condition governing the design of parking facilities (see figure 3) for enclosed and unenclosed parking is an unobstructed rectangular minimum space of 5.5m x 2.5 m. for each car, so, however, that—

- (a) where parking is parallel to the kerb, the length of the car parking space shall be increased to 6.7m;
- (b) where a vehicle can overhang the kerb by 0.6m and such overhanging does not seriously limit the use of a sidewalk or other access, the length of the parking space may be reduced to 4.88m;
- (c) where the use of one car parking space is limited on both sides by a wall or column, the unobstructed width (face to face of obstruction) of the parking space shall be 3.0m or if a door opens into the parking space on its long side, 3.36m;
- (d) where the use of one parking space is limited on one side by a wall or column, the unobstructed width (face to face of obstruction) of the parking space shall be 3.0m;
- (e) the minimum width of a parking aisle shall be 5.5m except where parking is provided at a lesser angle to the aisle than 60 degrees and access is one way only, in which case the following aisle width shall apply;

Angle of Parking	—	Minimum Aisle Width
30 degrees	—	3.36m.
45 degrees	—	3.97m.
60 degrees	—	5.48m.

2. In the case of parking garages with columns, care must be taken to ensure proper moving of vehicles and in no case should a column project into a minimum parking space aisle.

3. For parking garages, carports and parking areas, the maximum gradient and the maximum cross slope shall be 1 in 20.

4. In certain types of developments, developers will be required to provide loading and off-loading bays within the curtilage of the site.

5. Each bay shall have an unobstructed rectangular space 6.7m by 3.0m and reasonably vehicular access shall be provided to each bay.

6. The parking provision for disabled drivers should be as indicated in Figure 2.

FIFTH SCHEDULE, *contd.*

APPENDIX 9

*Guidelines For the proper siting and design of Petrol
and Oil Filling Stations*

1. Stations should be located at a minimum of 152.4m from any public institution such as schools, churches, public libraries, auditoriums, hospitals, public playgrounds, *et cetera*.
2. Area of land to be developed should be sufficient to allow manoeuvring of vehicles within its curtilage but should not be less than 1120.0 sq. m. with a minimum frontage of 91.44 metres 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 square metres.
3. Filling Stations will not be allowed in any area where traffic situation is such that it will cause obstructions in entering or leaving a station, or on tight curves where visibility is not adequate.
4. Vehicular access or egress or crossover should be reasonably safe with adequate approach distances especially where main roads and intersections are involved.
5. Wherever possible, stations should be erected on level rather than sloping site to prevent rolling of discarded materials such as cans, drums, *et cetera*.
6. When sited in shopping centres, stations should be located in an isolated area of the development as long as planning criteria are met e.g. set back.
7. Environmental impact on streams, lakes, ponds, aquifer, *et cetera*, will be taken into consideration. An Environmental Impact Assessment may be required from the applicant.
8. Buildings are to be located a minimum of 12.20m. 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 6 m. from interior residential lot lines or building or structure should be constructed of non-combustible material.
10. Petrol pumps shall be located a minimum of 30.48 m. from any residential building.
11. No fuel pumps or other mechanical equipment shall be installed so as to permit servicing of motor vehicles standing on a public street or highway.
12. All service areas should be paved to avoid dust nuisance.

FIFTH SCHEDULE, *contd.*

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, etc.

21. Proper facilities for storage and disposal of used and waste oil and gas must be provided.

22. Wastewater from the washing of motor vehicles *et cetera* and sewage disposal should be to the satisfaction of the Health Authorities.

23. Fuel should be stored in double walled container with leak spillage and over fill detection system to minimise leakage and prevent contamination of ground water and the material of the tank is to be coated to avoid corrosion.

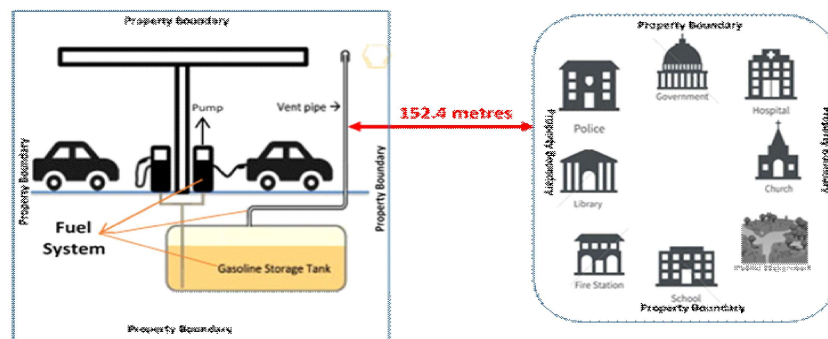
24. A secondary containment should be in place to contain any spills or leakage and should have a volume of not less than a hundred and ten percent of the volume of the tank itself.

25. Normally no access to nor egress from a filling station shall be closer than 45.72m to any road intersection or sharp corner, or 76.2m from the intersection of two main roads.

FIFTH SCHEDULE, *contd.*

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.

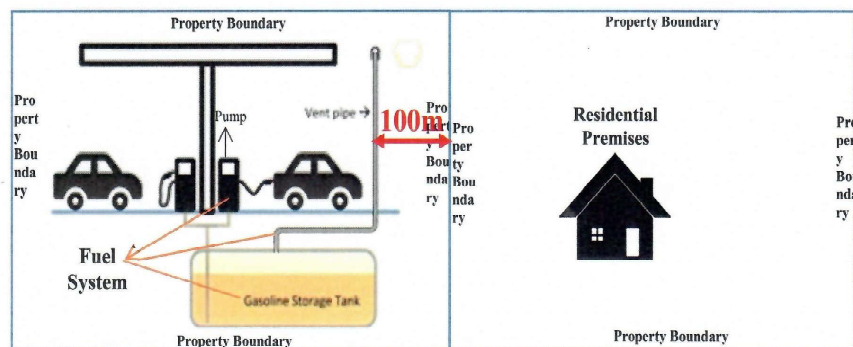


Source: Science of the Total Environment, 2019

Figure 1 Showing minimum setback requirement of petrol and oil filling stations from public institutions.

28. Where petrol and oil filling stations located on the same side of the road there should be a minimum of 300m between them. However, on dual carriageway roads, petrol and oil filling stations may be sited opposite each other.

29. A minimum of 100m should be maintained between the petrol and oil filling station's fuel system and residential premises as shown on Figure 2 below.



FIFTH SCHEDULE, *contd.*

Source: Science of the Total Environment, 2019

Figure 2 Showing minimum setback requirement of petrol and oil filling stations/ fuel system from adjoining residential premises.

30. Where vapour recovery systems are installed at petrol and oil filling stations to eliminate the emission of vapour particularly benzene from the fuel system, the Authority may consider a reduction in the setback requirement subject to the approval of the Ministry of Health and Bureau of Standards Jamaica. It is also recommended that the Ministry of health conduct health assessment for the existing stations especially those in close proximity to residential and public institutions.

31. Liquid Petroleum Gas (LPG) facilities used for providing fuel for vehicles, cooking equipment and appliances when considered as part of the petrol and oil filling station development should be adequately setback from the other aspects of the petrol and oil filling station and other sensitive development such as residential developments and public buildings.

Design and Layout

32. The site plan must illustrate in detail the property boundaries, location of all proposed buildings, pump and pump islands, canopies, storage tanks, fuelling systems, landscape areas, parking layout and routing of vehicles e.g. tanker wagon or WB15 truck.

33. Exterior design of the proposed building for the petrol and oil filling station should be compatible with the character of the adjacent development.

34. A minimum frontage of 45m is required where the petrol and oil filling station is to be located at the intersection of two roads to allow for sufficient manoeuvring of tanker wagon or WB15 trucks within the curtilage of the site. Where the petrol and oil filling station is proposed to be located more than 40m away from an intersection the minimum frontage should be not less than 30m.

35. All buildings/convenience store/mini mart to be used as a part of a petrol and oil filling station are to be located a minimum of 12.2m from road property boundaries to provide adequate area for manoeuvring of vehicles in the service area.

36. Canopies, support over pumps, and pump islands or tank farms to be used as a part of a petrol and oil filling station are to be located a minimum of 6.1m and 9.2m respectively from all road property boundaries.

37. Where a petrol and oil filling station is to be located in a residential area, a landscaped open area 3.0m wide shall be provided along the rear boundary and 4.6m wide along the side property boundaries, and be separated from the paved area by kerbs or other barriers.

38. Petrol and oil filling stations may allowed as an integral component of a shopping centre development provided that the following conditions are satisfied:

- i. an overall master plan is prepared and approved for the site;

FIFTH SCHEDULE, *contd.*

- ii. the development shall adhere to all planning criteria such as setbacks, parking and safety standards;
- iii. the authorities will not allow any of the shops to be used for residential and public institutional uses unless the setbacks required in Clauses 2 and 3 above are met.

Vehicular Access

39. No ingress or egress from a petrol and oil filling station shall be closer than 40m from the centre line of any road intersection or sharp corner, to the centre line of the ingress/egress point.

40. Vehicular ingress/egress crossovers related to a petrol and oil filling station should be reasonably safe with adequate approach distances especially where main roads and intersections are involved.

41. The vehicular ingress/egress for petrol and oil filling stations should be a minimum of 7.7m and a maximum of 9.2m wide.

42. Turning radius at vehicular ingress/egress points for sites to be used for a petrol and oil filling station should be a minimum of 10m wide.

43. Petrol and oil filling stations will not be allowed in any area where traffic will be obstructed in entering or leaving the station, or on tight curves where stopping sight distance is less than 65m on 50km roads or 130m on 80km roads.

44. A raised kerb of at least 150mm in height should be erected along the road property boundary/boundaries adjoining a petrol and oil filling station except for driveway openings so as to prevent operation of vehicles on sidewalks, and to define entrance or exit points.

Parking Requirement

45. A minimum number of 2 car parking spaces plus 1 parking space per every 20 square metres of display area, convenience store and or mini mart is required. An additional car parking space must be provided for each service bay if the site is to be used for the servicing of vehicles. In addition a minimum of 1 car parking space must be provided for each 185 square metres of gross warehouse area. Provisions must also be made for the loading and off-loading of trucks and delivery vehicles.

Environmental Considerations

46. An Environmental Impact Assessment may be required from the applicant given the siting of a proposed petrol and oil filling station into environmentally sensitive areas such as protected areas, conservation areas, and wetland areas to include streams, lakes, ponds, aquifer *et cetera*.

FIFTH SCHEDULE, *contd.*

47. Fuel for all petrol and oil filling station should be stored in double walled containers with an electronic leak and overfill detection system to minimize leakage and prevent contamination to ground water. The material of the tank is to be coated to avoid corrosion and should be in keeping with the standard requirements of the Natural Resources Conservation Authority Guidelines for Secondary Containment of Hazardous Liquids stored Above-ground.

48. Tank access chambers and filling points for all petrol and oil filling station should be impervious to liquid to prevent accidental spillage related to the operation from entering the ground around the installation.

49. The surface around the road tanker discharge area and around the vehicle filling points should be impervious to liquid and the area drained to a petrol/oil separator, etc.

50. All service areas shall be paved with a sealed impermeable surface such as asphaltic concrete or cement, to avoid dust nuisance, infiltration of fuel and motor vehicle fluid spills into the environment.

51. Canopies and supports over pumps and service equipment when located less than 6m from interior residential lot lines or buildings or structure should be constructed of non-combustible material.

Safety Considerations

52. Where the site adjoins the side of, or rear boundary of a residential lot, a solid blast wall consisting of reinforced concrete of a minimum of 150mm thick and 3.0m in height should be constructed and maintained along that lot boundary as approved by the Natural Resources Conservation Authority Guidelines, the Town and Country Planning Authority, the Jamaica Fire Brigade and the Local Building Authority.

53. All volatile flammable liquid storage tanks shall be installed below ground and where above ground tanks are proposed, this should be to the standard requirements of the Natural Resources Conservation Authority Guidelines for Secondary Containment of Hazardous Liquids stored Above-ground.

54. Vapour recovery pumps should be installed at all petrol and oil filling station where the product being dispensed contains benzene.

55. All signs to be constructed as a part of all petrol and oil filling station, should be in accordance with the Advertisement Regulations and should be located so as not to obstruct sight lines of motorists or reflect the sun into the face of motorists. These sign/s should be large enough so that they can be seen from a reasonable distance at a reasonable speed.

56. 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.

FIFTH SCHEDULE, *contd.*

57. All proposals for petrol and oil filling stations shall be designed so as to ensure that the adjacent roadways are not used by the vehicles entering or leaving for manoeuvring or positioning so as to create an obstruction to all types of traffic using the roadway.

58. Each tank shall be vented to the atmosphere outside of the 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. Where technologically feasible the vent pipe may be replaced by the use of devices that will eliminate the venting to the atmosphere through the capturing and storing of the material being vented.

59. Stations should be erected on level rather than sloping site (with grade not exceeding 3%) to prevent rolling of unsecured/discarded materials such as cans, drums, et cetera.

Waste Management

60. The proposed development must as a part of the design and approval process submit plans for the management of waste including proposals for the separation, reduction and recycling of waste. Part of this proposal may include the provision of containers of adequate design and capacity to be used for the collection of solid waste, such as discarded cans, bottles, etc.

61. Suitable facilities as approved by the National Environment and Planning Agency must be provided for storage and disposal of used and waste oil and gas.

62. Waste water from the washing of motor vehicles et cetera, and sewage disposal should be to the satisfaction of the Health Authorities.

APPENDIX 10

RESIDENTIAL DENSITY - STANDARDS AND CONTROLS

Requirements

Residential density is used as a control over the physical intensity and bulk of buildings and indirectly as a control on the number of people living on a particular site. Since the actual occupancy of unit of accommodation is a variable that is dependent upon such factors as tenure, size and mix of units of accommodation density is best expressed in terms of habitable rooms per hectare rather than persons per hectare.

While density is useful in assessing proposals, other requirements such as adequate amenity space, ground cover, floor area ratio, security, privacy and car parking spaces will be taken into consideration. The general appearance of the building, distance to adjacent development and established character of the area will also be considered.

FIFTH SCHEDULE, *contd.*

In calculating density all the rooms in an apartment building are regarded as habitable rooms except for kitchen and bathroom, landing stairs, passages and storerooms are also excluded.

However, the size of a bedroom in a multifamily building such as an apartment should not exceed 13.37 square metres. For every 9.29 square metres or part thereof that is exceeded will be counted as the number of habitable rooms that exist for density calculation purposes.

For studio units in apartments the standard area shall be no more than 37.16 square metres in size including all facilities. Where the standard size is exceeded the application will be assessed as two (2) or three (3) bedroom units as the case may be for each 9.29 square metres or part thereof with the relevant statutory requirements.

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.

FIFTH SCHEDULE, *contd.**Privacy and distance between buildings*

Town House and apartment buildings require an area of privacy either for the outdoor use of the occupants of a particular unit or to provide privacy from passers-by. This area is known as the privacy zone. The remainder of the open area where no privacy zone is required maybe used for communal pedestrian purposes by the occupants of the project. The yard depth and privacy zone requirements may vary depending upon the form of housing and on the use of the rooms having principal windows overlooking the area.

Each dwelling unit in a horizontal multiple housing shall have one yard area which serves as a private outdoor living area for the occupants. This is normally associated with the living room, but to allow flexibility in design, the private outdoor living area may alternatively be located adjacent to a dining room, study lounge or a kitchen which is combined with one of the above uses.

A privacy zone should normally not be less than 4.5 metres deep. Outside a window of a habitable room the minimum distance to a wall or building should be 7.5 metres.

Minimum distance between two storey building front (or back) elevation is 10.5 metres with the condition of 20 metres distance to the next two storey building from its opposite back (or front)elevation.

An outdoor area adjacent to a non-habitable room shall have a minimum depth of 1.2 metres plus 0.6 metres for each storey above the storey or partial storey at ground level.

Minimum distance between building in excess of two storeys should be twice the height of the building measured on the side or front (or back) elevation to a maximum of 30 metres. The minimum distance between two end elevations of two apartment buildings should be 1.2 metres plus 0.3 metres for each storey additional to the storey or partial storey at ground level to a maximum of 3.5 metres. This is not applicable if the end elevation has the only window of a habitable room. If so, the distance should be a minimum of 7.5 metres. Along either front or back elevations there should be a privacy zone of appropriate length.

For distance between buildings of different heights, the height of the highest one dictates the distance of parking from habitable room windows.

Amenities

(i) Single Family Detached Development

In housing developments, space such as parks, playgrounds and sports fields are needed as part of the public areas. To ensure that this need is satisfied, in all new residential area in excess of 10 lots usable lands must be reserved for the above community non-residential needs at the minimum rate of one hectare to

FIFTH SCHEDULE, *contd.*

everyone hundred (100) dwelling units. Such land should be landscaped initially and otherwise be developed.

The land reserved for public use should not be pieces left over as unsuitable for development of houses. It is important that the land is on usable ground and also that it is properly located within the neighbourhood so that it can be conveniently used for the required public purpose.

Consideration should also be given to the provision of large open spaces rather than several small ones.

(ii) Multi-Family Development (Apartments and Town Houses)

Space must be set aside for recreational and landscaping purposes different from the land reserved for the building, car parking, driveway areas, foot paths accessory building and ancillary uses where required. This referred to as the amenity area will normally be a portion of the total site, but may also include swimming pools, communal lounges and other areas within the site which, in the judgement of the planning authorities, can be used for general recreational purposes.

The minimum common “amenity area” for each unit should be provided as follows:

- Studio Unit 15 square metres
- One-Bedroom Unit 30 square metres
- Two or more Bedroom Unit 60 square metres

Where multi-family housing units such as townhouses and apartments can be accommodated in areas of higher density as shown on the land use proposals map:

- Planning permission will normally be granted for residential density not exceeding 250 habitable rooms per hectare (100 habitable rooms per acre) on a minimum lot size of 0.2 hectare ($\frac{1}{2}$ acre), with building heights not exceeding eight (8) storeys for residential lots in areas that are connected to a central sewage system.
- Density of 125 habitable rooms per hectare (50 habitable rooms per acre) will be allowed on a minimum lot size of 0.2 hectares ($\frac{1}{2}$ acre), with building heights not exceeding five (5) storeys for residential lots in areas that do not have connection a central sewage system. In other sections of the local planning area the density shall not exceed 75 habitable rooms per hectare (30 habitable rooms per acre) on a minimum lot size of 0.2 hectares ($\frac{1}{2}$ acre) not exceeding three (3) floors.
- As indicated where there is no such system, the units will be required to treat sewerage to at least a secondary level using any of the methods approved by the appropriate authority.

FIFTH SCHEDULE, *contd.*

- 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.
- New residential proposals and extensions must adhere to the lot coverage requirements provided and maintain the distance between buildings and property boundaries as stipulated above.

Landscaping

In new residential developments a site plan will be required showing the accurate position of all existing trees and shrubs and those that are proposed to be removed.

Existing trees and shrubs should, where possible be protected during the construction period by exclusionary fences which should be erected before site clearance commences.

The landscaped areas should be laid out before the development is occupied so that they will be ready for maintenance at the time of occupancy.

Applications will not be considered in outline if the development or the area is felt to be environmentally sensitive.

APPENDIX 11

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.

FIFTH SCHEDULE, *contd.*

- (j) the nature of all easements whether existing or to be created.
- (k) the relationship of the proposed scheme with adjacent land or development whether or not under the control of the applicant or owner.
- (l) such information as suffices to identify any particular road such as names, letters, or numbers.
- (m) such other particulars as may be required in writing by the local planning authority.

Location Plan

A location plan is to accompany each scheme plan showing the position of the subdivision in such a manner as to facilitate mapping and location on ground. Such a plan should:

- (a) show the nearest places of importance to and from which any road leads;
- (b) show definable and easily recognizable marks on earth together with necessary data such as distance from nearest mile post;

APPENDIX 12

SUBDIVISION ASSESSMENT CRITERIA

The planning authority will take into consideration the following criteria in assessing subdivision applications;

- (a) whether or not closer subdivision or settlement of the land shown on the scheme plan is in the public interest, or the land for any other reason whatsoever is suitable for subdivision or it is premature having regard to the provision of essential engineering and social services;
- (b) if adequate provision has been made for the drainage of any allotment or the disposal of sewage there from;
- (c) if the subdivision would interfere with or render more difficult or costly the carrying out of any public work or scheme of development which is proposed or contemplated by the Government of Jamaica or any local authority;
- (d) if the proposed subdivision conforms to recognized principles of town planning;
- (e) if there is adequate information given concerning the proposed co-ordination with adjacent land and its development and services;

FIFTH SCHEDULE, *contd.*

- (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 2½ acres (one hectare per one hundred (100) lots.)

APPENDIX 13

GENERAL DEVELOPMENT STANDARDS FOR
TELECOMMUNICATION NETWORK

1. Standards

Size of site for base station for free standing structure.

- (i) No base station shall be less than 400 square meters (1312.3 square ft.) for self-support towers.

Setback for free standing structure

- (ii) The foremost part of each Mast/Tower shall be a minimum distance of 6.1 meters (20 feet) from the physical barrier.

Exclusion Zone

- (iii) Exclusion zones shall be determined and defined by acceptable physical barriers and appropriate grating. Zones shall be a minimum of 20m by 20m (65.6 ft by 65.6ft) in size and the physical barrier shall be a minimum of 3 meters (9.8ft) in height within the curtilage of the site.

Height of tower

- (iv) The minimum height of self-support towers/masts shall not exceed 45.72 meters (150ft) within urban areas.
- (v) All masts/towers over 30 meters (98.4ft) must comply with the stipulation of the Jamaica Civil Aviation Authority and Spectrum Management Authority. For rooftop structures, the height of the building must constitute a part of the measurement.

Signage

- (vi) Readily identifiable signage warning the public to “Keep Out”, who the operator/s of the site are, their emergency contact numbers shall be posted at a conspicuous position at the site.

FIFTH SCHEDULE, *contd.*

Parking and Access to site

- vii. Sites must be adequately sized to accommodate the manoeuvring and parking of not less than two service vehicles. Access way shall be a minimum of 4.6m (15ft) with parking bays being 5.5 by 2.4m (18 feet by 18 feet).

Emissions

- (viii) Emissions from any apparatus associated with a base station shall conform to Natural Resources Conservation Authority (Industrial Air Quality) Regulation 2004.

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 14

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.

Houses or resort apartments will be based upon the number of habitable rooms per hectare.

Densities for residential, apartments and resort development shall be in accordance with the density prescribed for the general area identified on the Density Map 2. The maximum permissible floor area ratio, plot coverage, height and minimum green spaces will be guided and in keeping with Figure 1. Developments

FIFTH SCHEDULE, *contd.*

may be considered once the required planning and environmental guidelines can be met to the satisfaction of the planning authority and will be considered on their own merit.

Where the proposal includes development such as a golf course the density will be calculated over the building area 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.

Setbacks

Setback from the coast should be in conformity with the guidelines in Figure 5 as the terrain and other conditions along the coast differ. Where the terrain is flat and the situation permits then the setback should be a minimum of 45.7m. No building should be located within 12 metres of a road boundary or as stipulated by the relevant planning authority and the side boundaries should be a minimum of 4.5m for buildings up to three floors, that is, 1.5m per floor up to three floors. This could vary depending on the size and location of the site, character of the surrounding area and 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 and design.

For Guest Houses a minimum of 1 parking space for each 2 guests unit plus 1 for each 4.5 square metres of dining area.

For Motels and Hotels, a minimum of 1 parking space for each 2 of the first 40 rental sleeping units and 1 additional space for every 3 rental sleeping units thereafter. In addition, 1 employee parking space must be provided for each 10 guest rooms plus 1 for each 4.5m² of public dining room. Provision must also be made for 1 coach parking at the hotel.

For Villas, a minimum of 1 parking space for a 2 bedroom villa and a minimum of 2 parking spaces for a 3 bedroom villa.

A minimum of 30% of the total parking spaces, along with auxiliary facilities for example ramps and grip rails are to be provided for hotel employees. These facilities shall be clearly identified on the plan, which shall be submitted to the Local Planning Authority for approval and subsequently labelled on site.

FIFTH SCHEDULE, *contd.**Site Planning Considerations*

Development must satisfy the requirements for ground cover, plot ratio, building height and habitable rooms or guest rooms per hectare whichever is relevant.

The standard for guest rooms per hectare is based on normal space standards for central and ancillary facilities in resort hotels. Where these fall below the normal, adjustments will be made by the planning authorities in the number of guest rooms.

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.

APPENDIX 15

ADVERTISEMENT GUIDELINES

The display of advertisements, whether illuminated or not, can have a considerable impact on visual amenities. This is evident along main roads especially in rural areas and on buildings and open spaces in urban areas. The local planning authority will therefore pay particular attention to the siting of advertisements to ensure that the character of the country side, individual buildings and streets are not adversely affected.

Signs will be controlled in accordance with the Control of Advertisements Regulations 1978.

Applications will be considered in respect of the amenity and public safety and the following guidelines which have been adapted from the Lambeth Draft Unitary Development Plan (1992) will apply:

A. General Considerations

1. Regard will be paid to the general characteristics of the locality-existing advertisements in the locality will be disregarded in assessing its general characteristics.
2. Advertisements should respect the scale of the buildings or sites in which they are displayed, together with the surroundings.
3. Displays at high levels will normally be resisted, particularly where they affect long range visibility.
4. Advertisements will be considered in respect of public safety.

FIFTH SCHEDULE, *contd.*

5. The painting of walls as advertising space will not be allowed rather, the use of freestanding boards will be encouraged where possible.

B. Residential Areas

1. Advertising is generally out of place in any predominantly residential locality and will normally not be allowed.

C. Commercial Areas

1. All displays must be in scale with the particular building on which they are located and must not conceal any architectural features.
2. A display must not be unduly dominant and the most important criterion will be the overall visual effect upon the entirety of the building and its surroundings.
3. Advertisements must be properly organized and clutter will be resisted.

D. Declared Buildings and Structures

1. Special consideration will be given to advertisements on or adjoining buildings of architectural or historic interest.
2. Internally illuminated box signs will normally be resisted.

E. Conservation Areas

1. Advertisements will be expected to preserve or enhance the character of Conservation Areas.
2. Signs should normally be located at fascia level and should not damage original mouldings or brackets. Size, design and method of illumination will be carefully controlled.

F. Illumination

1. Illuminated advertisements will be considered in respect of amenity and public safety.

(i) Public Safety

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;

FIFTH SCHEDULE, *contd.*

- (b) The colour of the signs may cause confusion with traffic signals or other means of direction;
- (c) Brightness could result in glare, dazzle or distraction.

- (ii) Amenity

- (a) the illumination of advertisements at high levels with long range visibility, will not normally be permitted;
- (b) Flashing or intermittent signs will not normally be permitted.

- G. Unauthorized Advertisements and removal of Displays

The local planning authority will take action to secure the removal of unauthorized displays or advertisements which are being displayed with “deemed consent” where it is satisfied that this is necessary to remedy a substantial injury to the amenity of a locality or a danger to members of the public.

- H. Hoardings and Poster Boards

Advertisement hoardings either free-standing or attached to buildings are generally considered to be unacceptable as permanent features of the street scene, as they detract from the townscape. They will normally be resisted unless they can be advantageously used to screen unsightly building sites on a temporary basis pending development.

- I. Blinds and Awnings

- 1. In conservation areas, permission will only be granted for retractable blinds which have no adverse impact on the street scene.
- 2. On listed buildings, blinds will only be permitted where they do not adversely affect the architectural or historic interest of the building.
- 3. Blinds above the firstfloor 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.

FIFTH SCHEDULE, *contd.*

Source:—Lambeth Environmental Services, 1992. Draft Unitary Development Plan, Courtney House, London.

APPENDIX 16

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 17

MINIMUM LOT SIZES FOR SINGLE FAMILY
RESIDENTIAL DEVELOPMENT

The minimum lot areas for detach, duplex or semi-detach dwelling with ground level access shall subject to satisfactory arrangements for the disposal of sewage and general amenities be as follows:

- (a) Detach House
 - i. Regional Centres
 - Minimum of 325.15m² for internal lots
 - Minimum of 418 m² for corner lots.
 - ii. Sub Regional Centre
 - Minimum of 371.6 m² for internal lots
 - Minimum of 464.5 m² for corner lots
 - iii. Rural Towns
 - Minimum of 4645m² for internal lots
 - Minimum of 557.4m² for corner lots
 - iv. Rural Areas (Lots outside the above)
 - A minimum of 1011.75 m²
- (b) Semi -detached or duplex house (for each half) falling under (i) and (ii) above minimum of 278.7m² for internal lots minimum of 371.6m² for corner lots.
- (c) The minimum size of lots may be reduced for housing schemes where the layout indicates that this can be done, and the required amenities and utility services are available to satisfactorily support the level of development proposed.
- (d) The minimum lot width for detach housing in all areas should be minimum of 12.19m and 10.7 m for each half of a semi detach house.
- (e) Generally, the ratio of lot width to length should not exceed 2 to 5, that is, the width of the lot should not be less than 40% of the length.

FIFTH SCHEDULE, *contd.*MINIMUM LOT SIZES FOR TOWN HOUSE AND
APARTMENT DEVELOPMENT

In most areas where this type of development is allowed the minimum lot size is 0.2 hectares (1/2 acre) depending on the physical character of the area.

APPENDIX 18

GENERAL CONSIDERATIONS FOR THE SETBACK
OF SELECTED BUILDINGS

The following guidelines are suggested for the minimum set back 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 policies GD 44 to GD 50 and figure 1 in this order.

FIFTH SCHEDULE, *contd.*

- (d) Institutional— there are several institutional buildings such as churches, schools etc. existing in the Order Area and the possibility is that more will be established in the near future. 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 19

HILLSIDE DEVELOPMENT GUIDELINES

RESIDENTIAL DENSITIES AND LOT SIZES

- (1) In calculating densities only areas that are developable will be included. Scarp slopes, steep sided gullies, unstable hillsides, cliff faces, steep slopes exceeding 30 degrees will not be considered.
- (2) In general, the developable area on a hill side site shall be contiguous (boundaries are in contact and not scattered throughout the site). If the site is to be used for multi-family the size of the lot should be a minimum of 0.8 hectares (2 acres).
- (3) Areas that are within the developable zone but falls outside the contiguous developable area shall be included as part of the total developable area only if that portion of the site is accessible and of a minimum size of 0.2 hectares (0.5 acre) for single family development and 0.8 hectares (2 acres) for multi-family development.
- (4) Where the hillside is to be used for development and straddles all slope gradient categories, the average slope shall be used to determine residential zoning density.

FIFTH SCHEDULE, *contd.*

(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.

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.

FIFTH SCHEDULE, *contd.**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, Kingston 6 and which should be consulted for more detailed information and guidelines relating to hillside development. The Mines and Geology Division should also be consulted in the preparation of any development application relative to this activity.

FIFTH SCHEDULE, *contd.*

APPENDIX 20

COMMUNITY PLANNING

As a standard of the requirement for community facilities in neighborhoods of different sizes the following facilities shall be provided:

Development of 200 to 600 dwelling units

- Shops e.g. grocery, pharmacy etc.
- A primary school including basic school (unless existing in immediate vicinity)
- Communal areas (including parking, sidewalks, commercial space, park and play areas)

Development of 601 to 1000 dwelling units

- A primary school, basic school/day care centre
- Commercial areas of 10 square metres per family including covered and open areas, parking, petrol station etc.
- Communal areas including parking spaces, access roads, sidewalks, park and play area

Development of 1001 to 3000 dwelling units

- Adequate educational facilities for the anticipated school age population
- Space for commercial, cultural and social activities at the rate of approximately 10 square metres per family
- A small administrative centre e.g. government office
- Communal areas including parks, playgrounds, parking spaces, sidewalk etc.
- A church
- A sport field

APPENDIX 21

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

FIFTH SCHEDULE, *contd.*

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.
- iv. The routing must maintain regulated distances from other infrastructure and services, which exists in the area. These include for example electrical cables, fibre optic cables, telephone lines,

FIFTH SCHEDULE, *contd.*

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 centre, warehouse and other auxiliary buildings are necessary in the construction and operation of a Storage and Regasification Terminal and the erection of these must conform to the Planning and Building Laws of Jamaica.
- iv. Provisions must be made for the effective management of waste generated during the operations and maintenance of the facility. It will be necessary for the segregation of different types of waste such as waste oils and oily rags used during maintenance.
- v. Aesthetic impacts must be assessed with considerations given to the efficient use of land and the aesthetic impact on the surroundings being taken into account.
- vi. All LNG storage tanks must be equipped with some form of secondary containment with the height and thickness necessary to ensure that all leaks or spills are effectively contained. This may take the form of impoundment or bounded areas which must be separated from the tank by at least 1.5 meters to permit access of a person. The impounding area of every tank must be constructed with a volume that is equal to that of the tank. The distance between two walls must be at least 4 meters to allow vehicular traffic.

FIFTH SCHEDULE, *contd.*

- vii. The plant must be located in an isolated area. Safe distances from other facilities and set back 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.**Installation*

- i. The lighting system must be adequate to ensure safety when operations are being done in the plant. This should be maintained at a minimum of 20 lux, in general and 200 lux in the discharge area.
- ii. A water supply for fire protection system must be provided, except where there is a justification for it being unnecessary or impossible to be installed. Such justification will have to be approved by the Local Authority.
- iii. For LNG storage capacity greater than 450 m³, a water system may be installed to water the high part of the tanks to avoid fire. If the plant does not have access to a regular water supply it must be equipped with a water reservoir that can deliver 2 hours of water supply at a sufficient rate of 3 litre/min/m² in case of fire.
- iv. An odourisation system must be installed to odorize the natural gas before it leaves the plant.
- v. The plant must be equipped with extinguishers in the tank zone and in the vaporizer zone and this should be done in association with the Fire Department.

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. Rainwater in the impoundment areas must be extracted by pumps or holes in the wall which must be closed immediately after the water is removed.
- ii. Hazardous waste must be confined and managed in compliance with the facility's approved Risk Prevention Plan and the storage areas must not be directly or indirectly connected to the public drainage systems.
- iii. Waste water from the washing of equipment and sewage disposal, must meet NEPA's and the health authorities guidelines and standards for sewage and effluent discharge.

FIFTH SCHEDULE, *contd.*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 storics above frontage)	Maximum Green Spaces Required within Net Plot Area (%)
RESIDENTIAL (Maximum Habitable Rooms per Hectare)				
Single Family Residential	1:0.50	50	To be determined by the Planning Authority	45
Slope > 30% 3-50 habitable room per ha.	1:0.5	33 1/3	3	50
3-75 habitable rooms per ha.	1:0.8	33 1/3	3	33 1/3
76-125 habitable rooms per ha.	1:1	35	5	35
126-250 habitable rooms per ha.	1:1.8	40	8	35
251-375 habitable rooms per ha.	1:2.2	40	12	35
COMMERCIAL				
General Commercial in Business Centres	1.3	100	4	20
OFFICE				
Office in Business Centres	3.00 or as indicated in the policy Guidelines for the area	50	4	33 1/3

FIFTH SCHEDULE, *contd.*

Office and commercial in Other Areas	1:1 or as indicated in the policy Guidelines for the area	50	4	33 1/3
Mixed Use Res & office Res & Com	60:40 or as indicated in the policy Guidelines for the area	50	Based on the height of resi. Policy and ratio indicated the guidelines for the area	35
Industrial	1:0.50	33 1/3	2	33 1/3
Industrial in Business centre	1:1	50	4	33 1/3
Institutional	1:0.66	33 1/3	3	50
*Building height subject to the comments of Jamaica Civil Aviation Authority (JCAA)				
**Where residential or resort development is contemplated the Planning Authority may vary the standards.				

NOTE

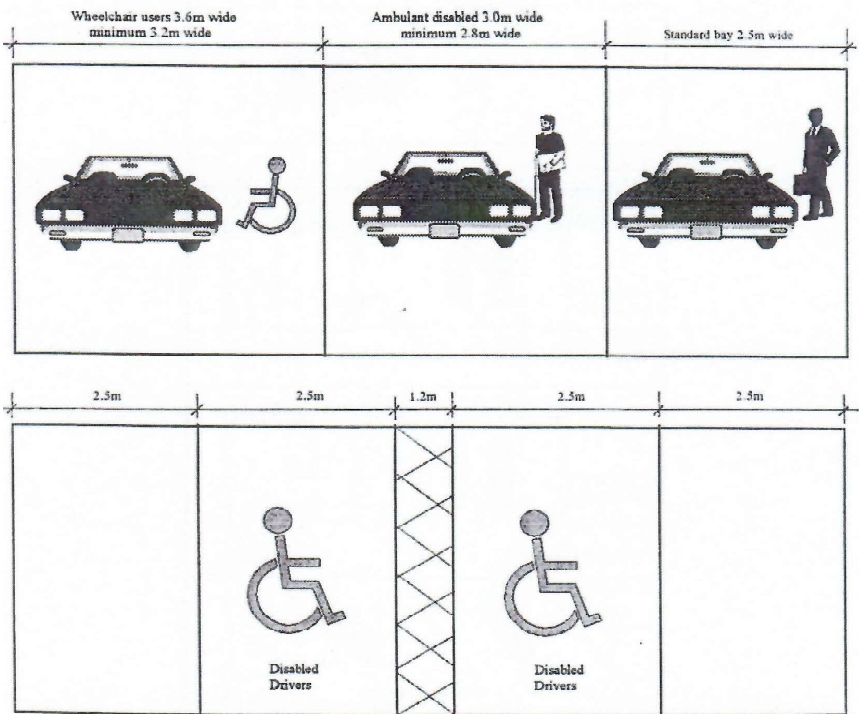
1. Floor area ratio and height of a building will be used to control the quantity of floor space proposed by a development. This is necessary to avoid the over development of a site which could result in excessive strain on the infrastructure in an area.
2. It is not necessary that all the developments should meet the proposed floor area ratio level indicated as this is a maximum and not a minimum.
3. Where a residential and a non-residential use occupy different sections of a site, the floor area ratio and residential density will be calculated in relation to the portion of the site occupied by each.
4. Where both uses are combined in the same building the residential density will be calculated after subtraction of the area needed to accommodate the non-residential development at the normal maximum plot ratio or vice versa.
5. The maximum plot coverage for commercial and office buildings located within the Downtown area may be varied by the Planning Authorities

FIFTH SCHEDULE, *contd.*

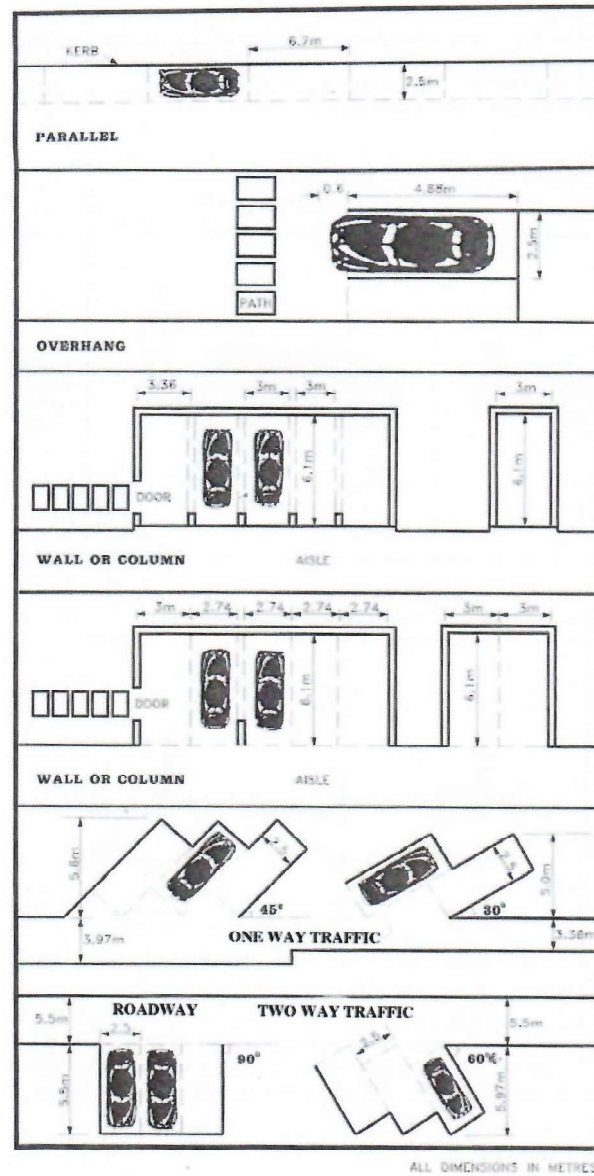
FIGURE 2

Parking for Disabled

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

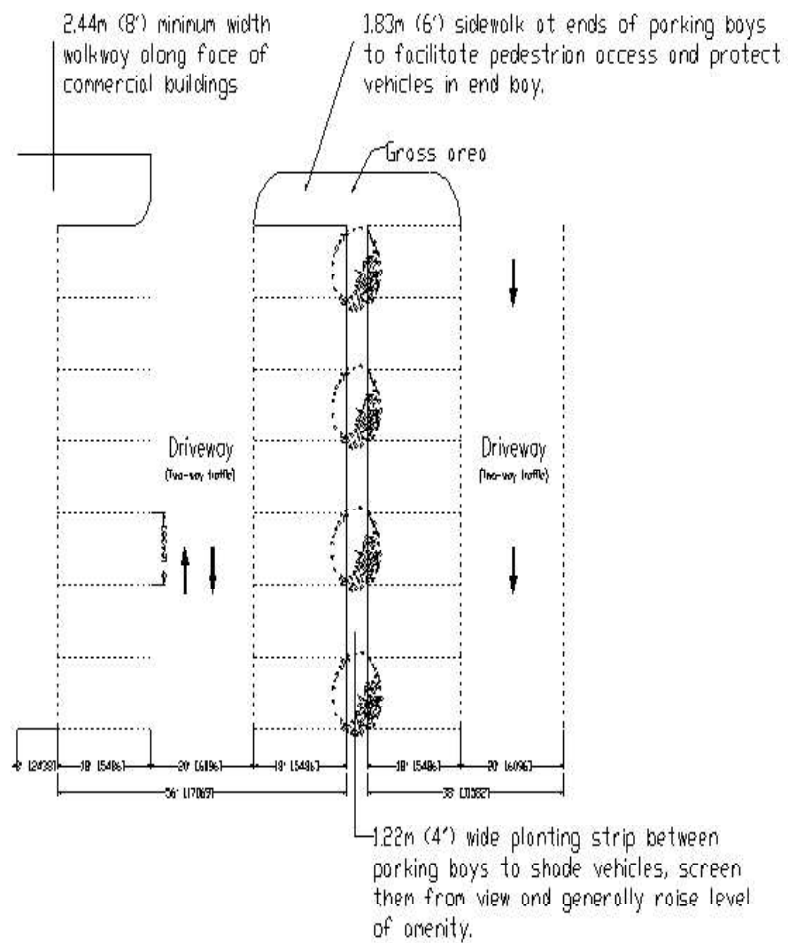


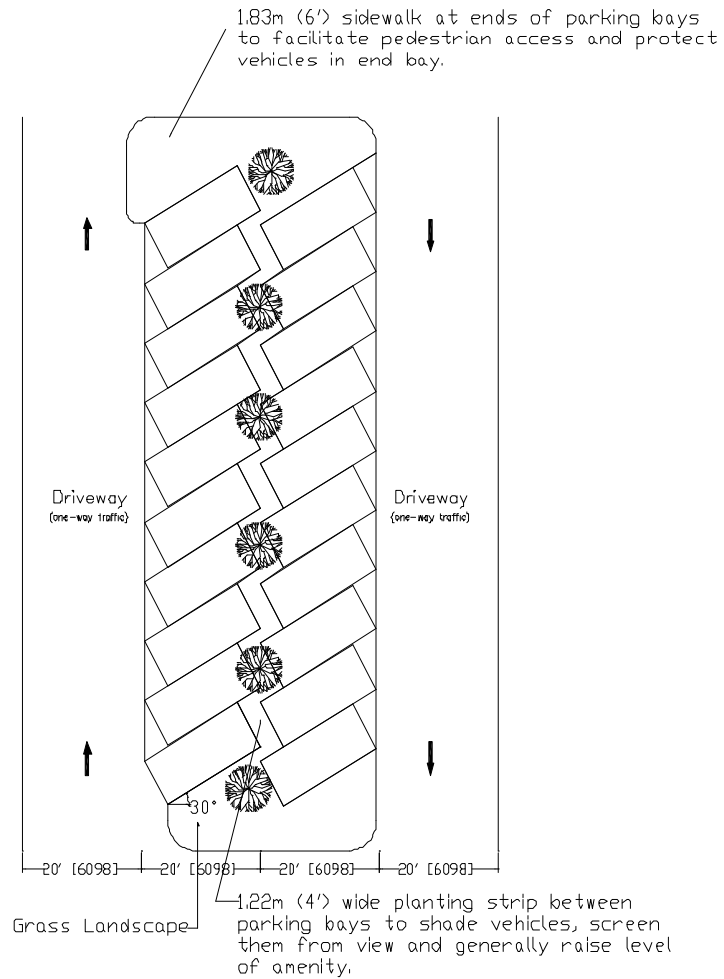
Where adjacent spaces are reserved for disabled drivers, an access area 1.20m wide may be marked on the ground to indicate that cars should be parked to either side. This will allow for access on one side to the driver's door of a car, and on other to the passenger's door. Car parking spaces for use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

FIFTH SCHEDULE, *contd.*FIGURE 3
Parking Layout

FIFTH SCHEDULE, *contd.*

FIGURE 4

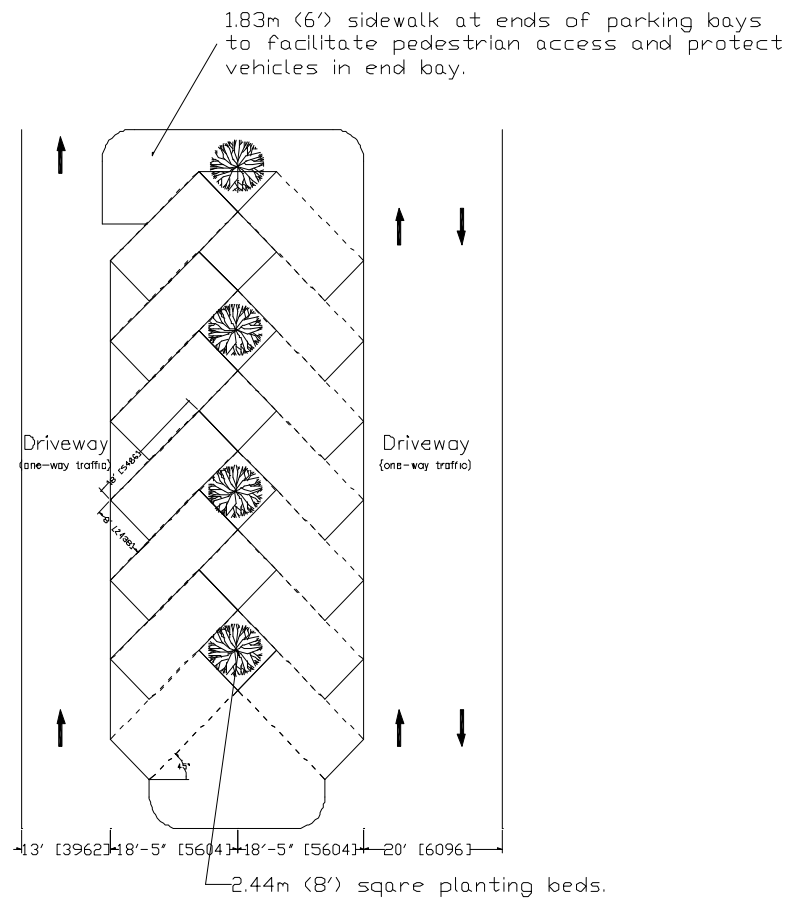
*Parking Standards**90 degrees—Angled parking design Showing Landscaping*

FIFTH SCHEDULE, *contd.**Parking Standards**60 degrees—Angled parking design (double bay) Showing Landscaping*

FIFTH SCHEDULE, *contd.*

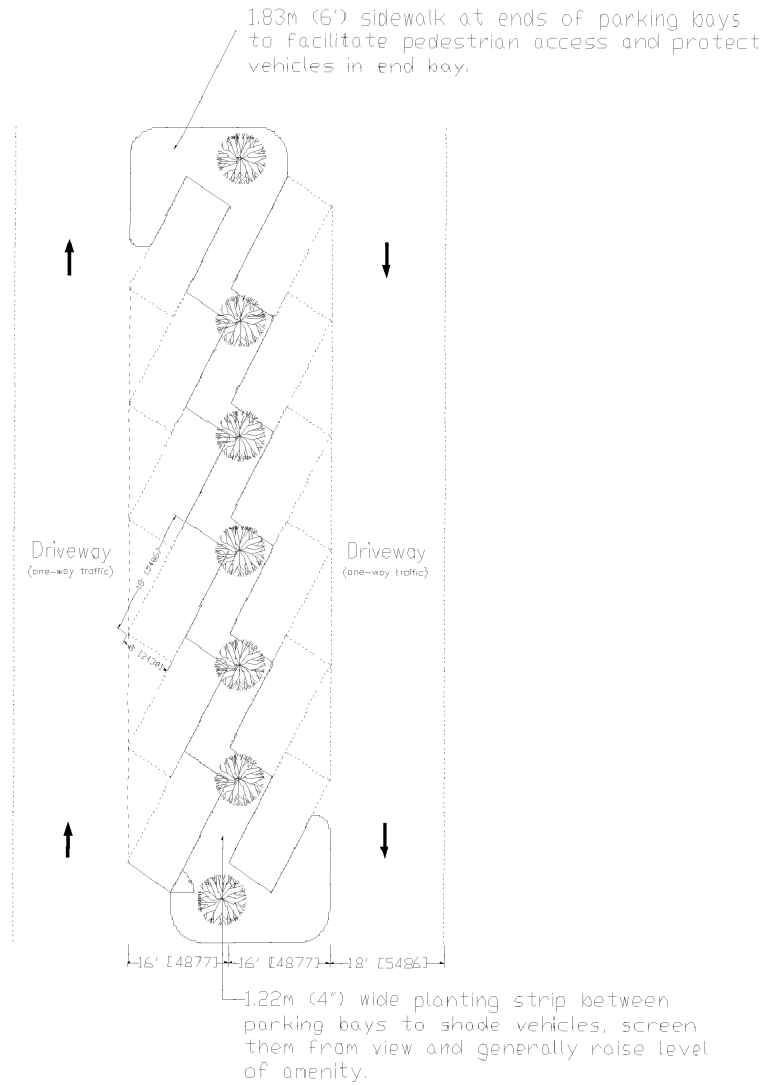
Parking Standards

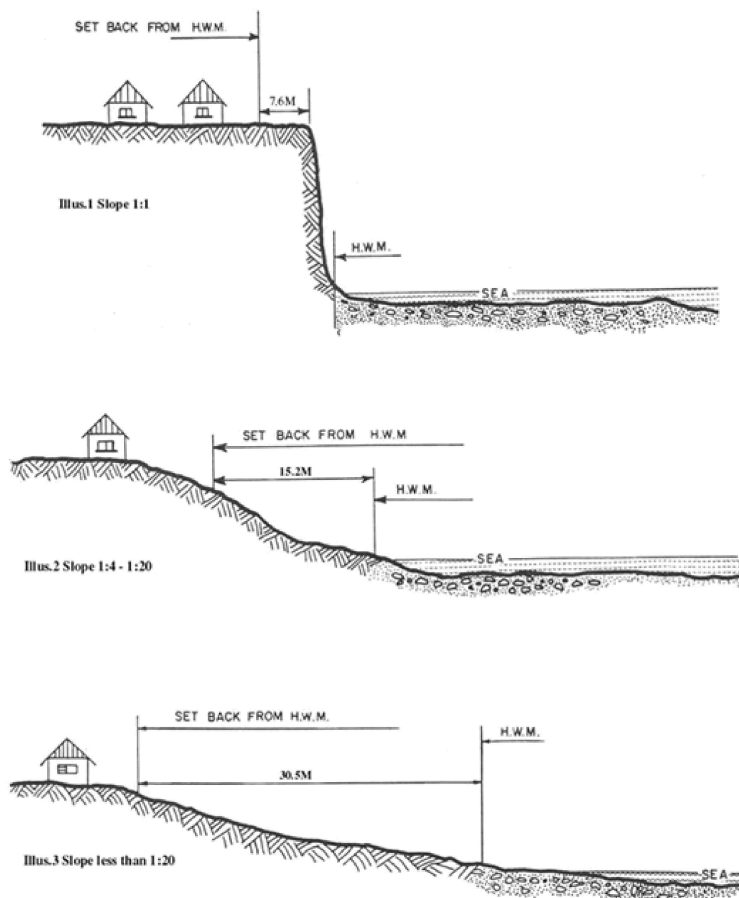
45 degrees—Angled parking design (double bay) Showing Landscaping



FIFTH SCHEDULE, *contd.*

Parking Standards

30 degrees—Angled parking design (double bay) Showing Landscaping

FIFTH SCHEDULE, *contd.*FIGURE 5
Setbacks From High Watermark

NOTE: SETBACKS ARE SUBJECT TO NATURE OF SUBSTRATA, OCEANOGRAPHIC CONDITIONS, PLANS FOR SEASIDE PARKS ETC.

FIFTH SCHEDULE, *contd.**List of Abbreviations*

A	Alexandria
AB	St. Ann's Bay
B	Bamboo
BT	Brown's Town
CV	Cave Valley
C	Conservation of the Natural and Built Environment
C	Claremont
CA	Control of Advertisements
CD	Coastal Development Policies
DB	Discovery Bay
E	Energy Generation and Conservation
ED	Educational Facilities
ESA	Ecologically Sensitive Area
GA	Growth Areas
GD	General Development Policies
H	Housing
LAP	Local Area Plan
LPA	Local Planning Area
M	Minerals
Mo	Moneague
Obj.	Objectives
OR	Ocho Rios
OWS	Overwater Structure Development
PFS	Petrol Filling Station
PIOJ	Planning Institute of Jamaica
RAP	Rural Area Policies
RB	Runaway Bay
SA	Social Amenities

FIFTH SCHEDULE, *contd.*

SP	Sectoral Policies
STATIN	Statistical Institute of Jamaica
STEM	Science, Technology, Engineering and Mathematics
SUE	Sub-urban Economy
T	Transportation and Traffic
TELE.	Telecommunication
TO	Tourism
UC	Undeveloped Coast
UE	Urban Economy
UWI	University of West Indies
WS	Water Supply
WTD	Waste Treatment and Disposal
WtE	Waste to Energy
WT	Watt Town

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. Housing Agency of Jamaica
2. Jamaica National Heritage Trust
3. Ministry of Agriculture, Fisheries and Mining
4. Ministry of Tourism; Master Plan for Sustainable Tourism Development
6. Ministry of Labour and Social Security
7. National Environment And Planning Agency; Development and Investment Manual, Volume 1 Section 1- Planning and Development - Chapter 2.
8. The Water Resources Authority
9. The National Land Agency; Topographic Base Maps and Land Parcels
10. National Solid Waste Management Authority
11. Office of the Prime Minister; Development Planning Unit
12. The Municipal Corporation (formerly Parish Council); St. Ann
13. The Planning Institute of Jamaica; Economic and Social Survey of Jamaica and various publications.
14. The National Works Agency
15. The Statistical Institute of Jamaica (STATIN); Statistical Data (including Enumeration Districts)
16. The Town and Country Planning Authority
17. The Mines and Geology Division
18. The Community Based Organization and other Stakeholders in the Parish of St. Ann
19. The Social Development Commission

LIST OF MAPS

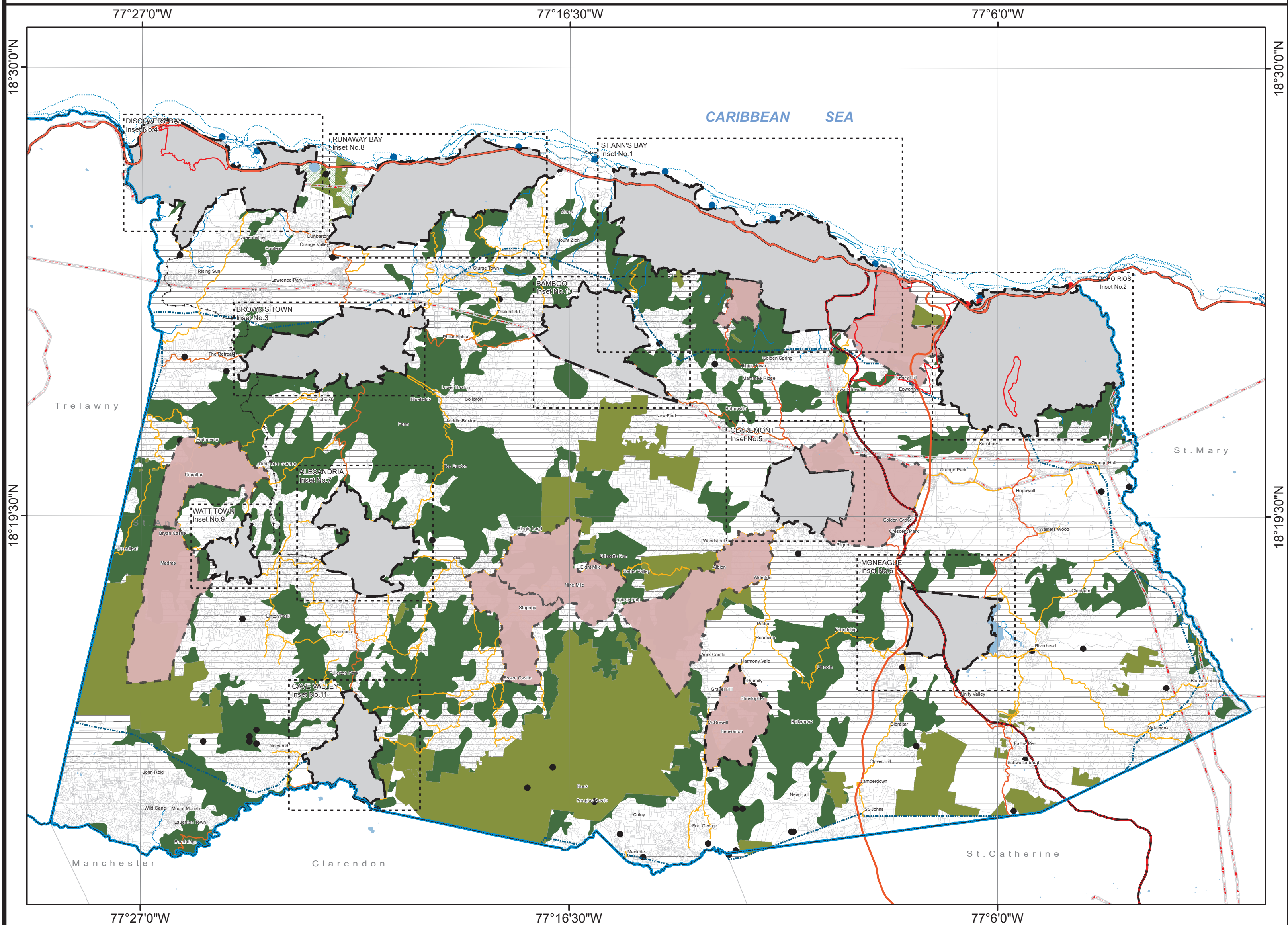
Map 1	St. Ann Development Order Area Map
Map 2	St. Ann Density Map
Inset No.1	St. Ann's Bay Local Planning Area
Inset No.1.1	St. Ann's Bay Local Planning Area
Inset No.2	Ocho Rios Local Planning Area
Inset No.2.1	Ocho Rios Local Planning Area
Inset No.2.2	Ocho Rios Local Planning Area
Inset No.3	Brown's Town Local Planning Area
Inset No.4	Discovery Bay Local Planning Area
Inset No.5	Claremont Local Planning Area
Inset No.6	Moneague Local Planning Area
Inset No.7	Alexandria Local Planning Area
Inset No.8	Runaway Bay Local Planning Area
Inset No.9	Watt Town Local Planning Area
Inset No.10	Bamboo Local Planning Area
Inset No.11	Cave Valley Local Planning Area

Dated at 10 Caledonia Avenue, Kingston 5, this 8th day of January, 2025.

CHRISTOPHER WHYMS-STONE,
Deputy Chairman
Town and Country Planning Authority.

ST. ANN PARISH DEVELOPMENT ORDER

ORDER AREA (MAP 1)



LEGEND

- North South Highway
- Road Class A
- Road Class B
- Road Class C
- Railway
- JPS Transmission Line
- River/Watercourse
- Coral Reefs
- St. Ann Development Order Area Boundary
- Historical Building/Site/Monument
- Cave
- Bathing Beach
- Fishing Beach
- Fish Sanctuary
- Parish Boundary
- Forest Reserve
- Agricultural Land
- Parcel Boundary
- Rural Development Area
- Ecologically Sensitive Area
- Growth Area Boundary
- Local Planning Area Boundary
- Bauxite Bearing Areas
- JPS Transmission Line Buffer
- Conservation
- Pond/ Waterbody

ABBREVIATIONS

Cem	Cemetery
Ch	Church
Ct. Ho.	Court House
FS	Fire Station
HC	Health Centre
Hosp	Hospital
Lib	Library
Mkt	Market
PO	Post Office
PS	Police Station
Sch	School
TC	Transportation Centre



Index to Policies

The following refer to the Policies in the Text of the St. Ann Provisional Development Order and apply to the Development Order Area indicated on Map1

Transportation and Traffic	SP T1 - SP T65
Roads	SP T1 - SP T29
Parking	SP T30 - SP T50
Transportation Centre	SP T51 - SP T 57
Air and Sea	SP T58 - SP T61
Smart Mobility	SP T62 - SP T63
Housing	SP H1 - SP H25
Conservation of the Natural and Built Environment	SP C1 - SP C26
The Natural Environment	SP C27 - SP C51
Open Space and Recreational Amenities	SP C52 - SP C64
Historical, Archaeological Sites and Buildings	SP C65 - SP C68
Ecologically Sensitive Areas	SP RE1 - SP RE14
Rural Economy	SP UE1 - SP UE30
Urban Economy	SP ED1 - SP ED7
Educational Facilities	SP TO1 - SP TO18
Tourism	SP M1 - SP M12
Minerals	SP WS1 - SP WS9
Water Supply	SP WTD1 - SP WTD23
Waste Treatment and Disposal	SP WTD1 - SP WTD7
Sewage Disposal	SP WTD8 - SP WTD11
Recycling of Greywater	SP WTD12 - SP WTD20
Solid Waste Disposal	SP WTD21 - SP WTD23
Waste to Energy	SP E1 - SP E15
Energy Generation and Conservation	SP TELE1 - SP TELE21
Telecommunication/Communications	SP PFS 1- SP PFS 9
Petrol and Filling Stations	SP CA1 - SP CA5
Control of Advertisement	GD1 - GD96
General Development Policies	GD24 - GD90
The Design of New Developments	GD91 - GD94
New Settlements	GD95 - GD96
Cemetery	CD1 - CD27
Coastal Development	UC 1 - UC 27
Undeveloped Coast	DC 1 - DC 4
Developed and Partially Developed Coast	CD 1 - CD 13
General Coastal Developments	CD 14 - CD15
Islands, Cays and Shoals	SP OWS1 - SP OWS7
Overwater Structure Development	RAP 1 - RAP 28
Rural Area Policies	

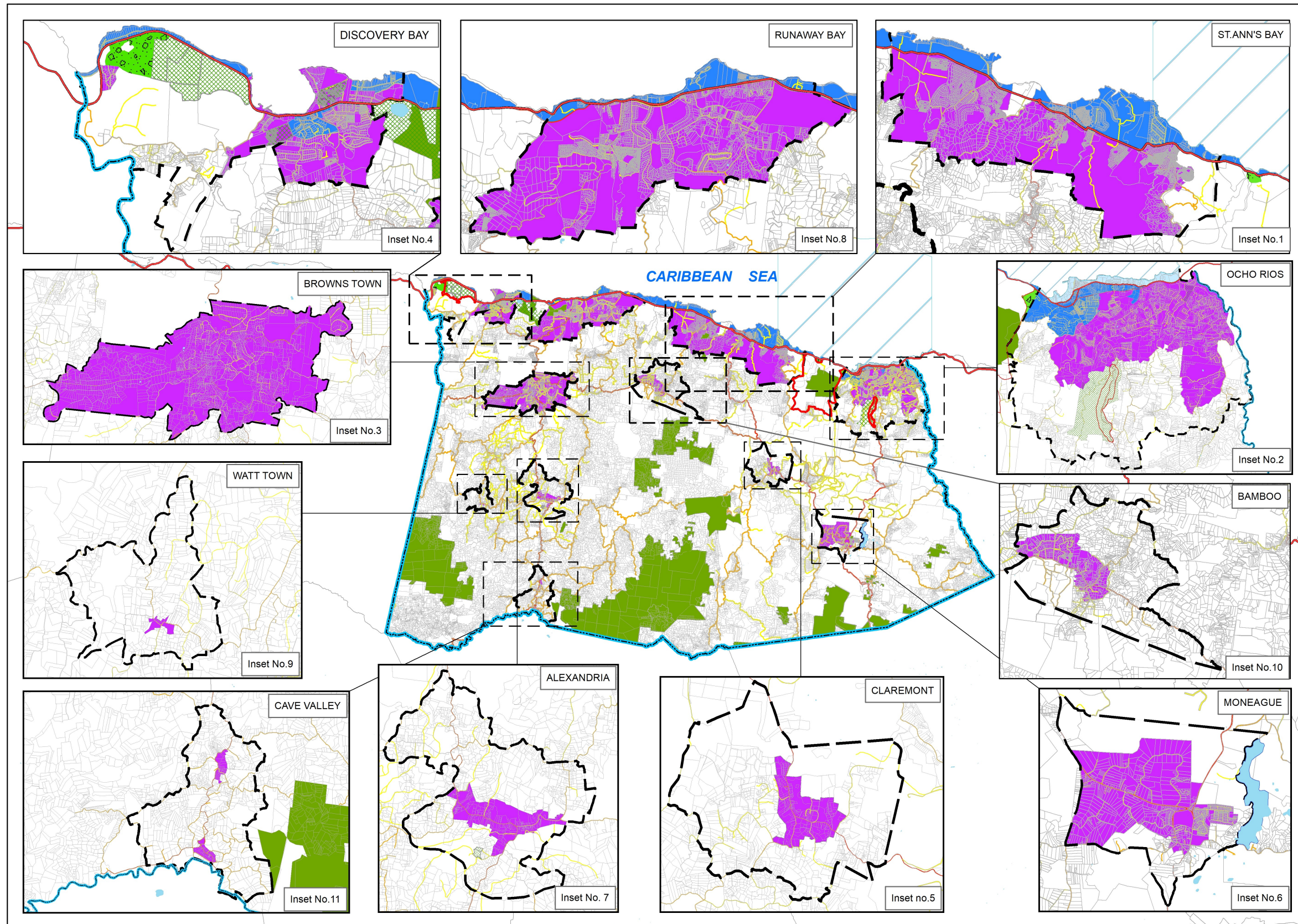
0 1.75 3.5 7 Kilometres

1:130,000

Prepared by: National Environment and Planning Agency
10 & 11 Caledonia Avenue, Kingston 5.
Prepared for: The Town and Country Planning Authority
January 2025

ST. ANN PARISH DEVELOPMENT ORDER AREA

DENSITY MAP 2



LEGEND

- North-South Highway
- Road Class A
- Road Class B
- Road Class C
- Road Other
- St. Ann Development Order Area Boundary
- Local Planning Area Boundary
- Parcel Boundary
- Ecologically Sensitive Area
- Ocho Rios Marine Park
- Conservation
- Controlled Development Zone
- Forest Reserve
- Pond/Waterbody

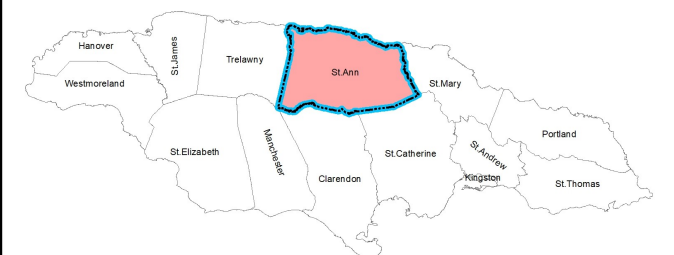
DENSITY

- 375 Habitable Rooms Per Hectare (150 Per Acre)
- 250 Habitable Rooms Per Hectare (100 Per Acre)
- 125 Habitable Rooms Per Hectare (50 Per Acre)
- 75 Habitable Rooms Per Hectare (30 Per Acre)

* Hrpa - Habitable Rooms per Acre

Hillside Policy guidelines are applicable in areas of steep slope

In white areas the density should not normally exceed 75 Habitable Rooms per Hectare (30 hrpa) and may be varied by the Local Planning Authorities based on the characteristics of the land and the surrounding areas.



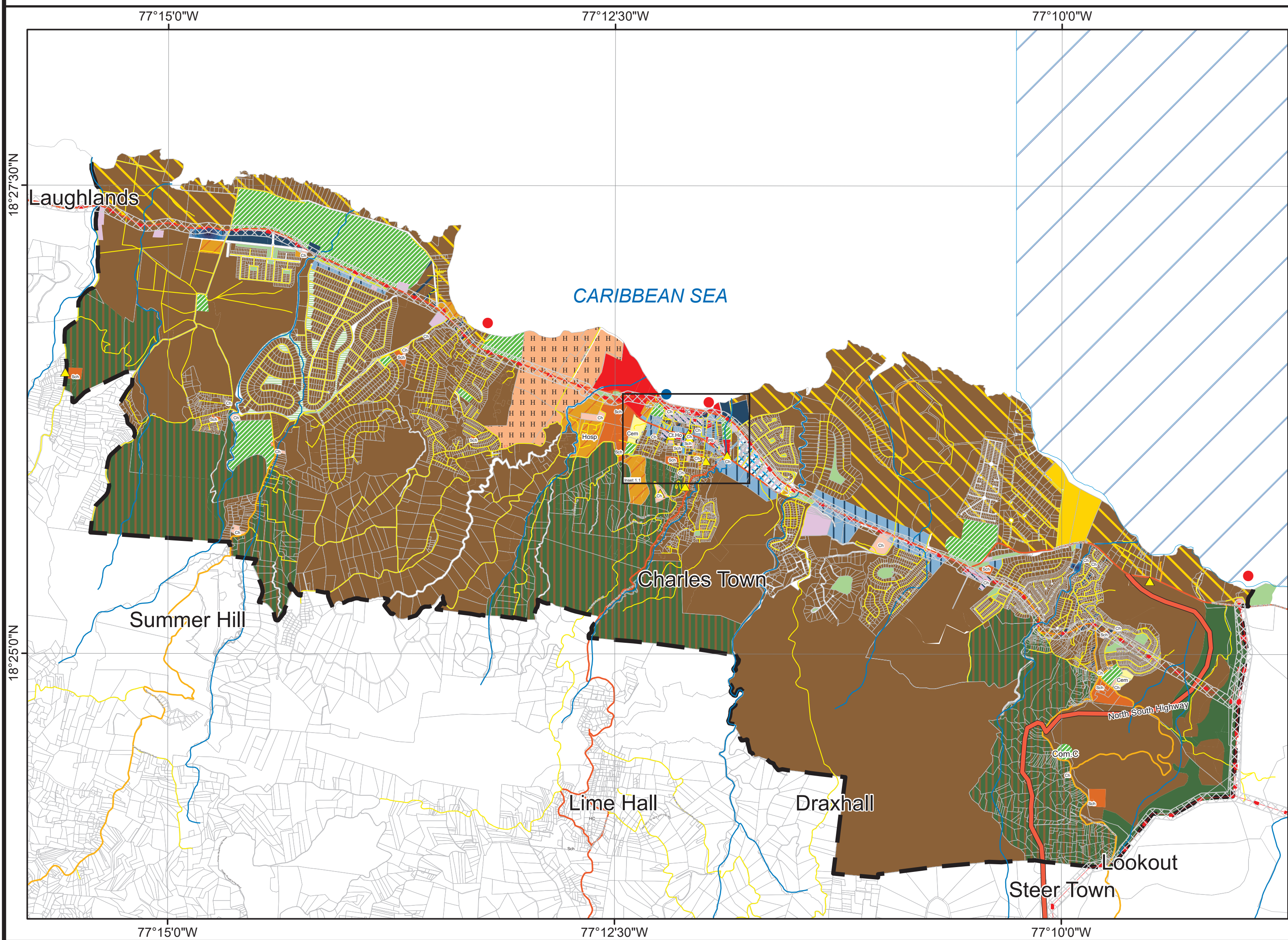
0 5 10 20 Kilometres
1:270,000

Prepared by: National Environment and Planning Agency
10 Caledonia Avenue, Kingston 5.
Prepared for: The Town and Country Planning Authority
January 2025



ST. ANN PARISH DEVELOPMENT ORDER

ST. ANN'S BAY LOCAL PLANNING AREA LAND USE PROPOSALS (Inset No. 1)



LEGEND

- North-South Highway
- Class A Road
- Class C Road
- Other Road
- River/ Watercourse
- St Ann's Bay LPA Boundary
- Historic Site/Monuments
- Bathing Beach
- Fishing Beach
- Ocho Rios Marine Park
- JPS Transmission Line Buffer
- Parcel Boundary

ABBREVIATIONS

- Cem Cemetery
- Ch Church
- Com.C Community Centre
- Ct. Ho Court House
- FS Fire Station
- HC Health Centre
- Hosp Hospital
- Lib Library
- Mkt Market
- PO Post Office
- PS Police Station
- Sch School
- TC Transportation Centre



PROPOSALS

- Agricultural
- Cemetery/Crematoria
- Commercial
- Commercial/Industrial-Light
- Educational
- Educational/Public Assembly
- Government Purposes & Statutory Undertakings
- Industrial-Light
- Institutional
- Mixed Use: Commercial/Office/Industrial-Light
- Mixed Use: Residential/Commercial/Institutional
- Mixed Use: Residential/Commercial/Office
- Monument/Historic Building
- Office/Commercial
- Open Space-Private
- Open Space-Public
- Public Assembly
- Public Assembly/Institutional
- Parking-Public
- Recreational
- Residential
- Residential/Agricultural
- Residential/Commercial
- Residential/Office
- Resort
- Resort/Residential
- Transportation Centre
- Utility-Cell Site
- Utility-Lift/Pump Station
- Utility-Sewage Plant
- Utility-Substation
- Utility-Water Works

POLICIES

- AB SA4 - AB SA5
- AB UE1 - AB UE3
- AB SA2 - AB SA3
- AB UE8
- AB UE4 - AB UE5
- AB C15 - AB C18
- AB SA6 - AB SA9
- AB H1 - AB H8
- AB H9 - AB H10
- AB TO1 - AB TO7
- AB T1 - AB T3
- AB WT1 - AB WT3
- AB WS1

The letters and numbers refer to policies in the St. Ann Parish Development Order. The following policies apply throughout the St. Ann's Bay Local Planning Area Inset No. 1

T1-T10, T14- T15, T30 - T40, T51-T57, T61- T63, H1- H12, H18- H23, C1-C2, C4-C13, C17-C18, C32- C34, RE1- RE8, UE1- UE6, UE9-UE21, UE28-UE30, TO1- TO8, T10- T18, WS1- WS9, WTD1- WTD23, E1- E15, GD1- GD23, GD27- GD48, GD51- GD78, GD91- GD78, GD91- GD96, UC1- UC27, DC1- DC4, CD1- CD15

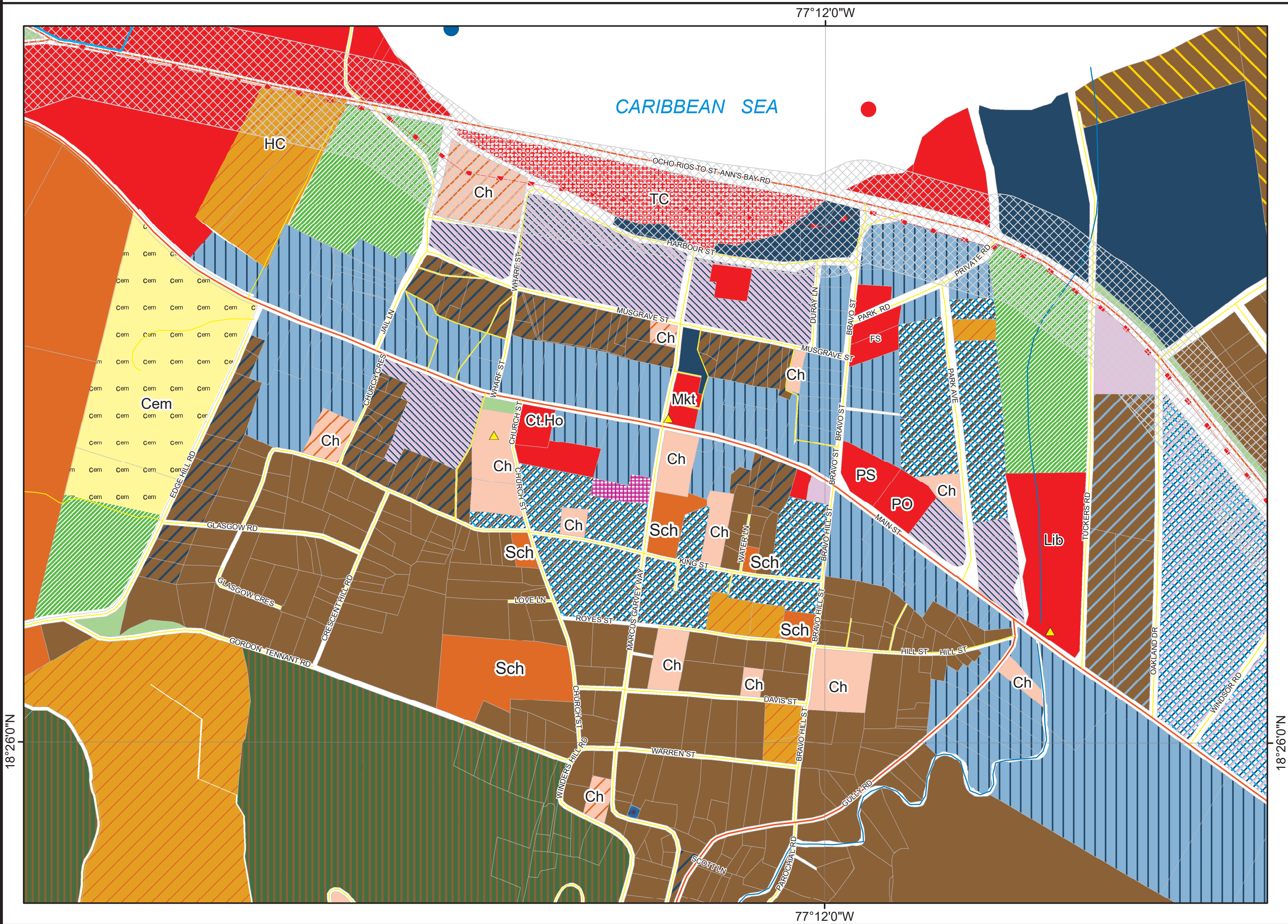
0 0.95 1.9 Kilometres
1:30,000

Prepared by: National Environment and Planning Agency
10 & 11 Caledonia Avenue, Kingston 5.
Prepared for: The Town and Country Planning Authority
January 2025



ST. ANN PARISH DEVELOPMENT ORDER

ST. ANN'S BAY LOCAL PLANNING AREA LAND USE PROPOSALS (Inset No. 1.1)



LEGEND

- Class A Road
- Other Road
- River/ Watercourse
- JPS Transmission Line
- Historic Site/Monuments
- Bathing Beach
- Fishing Beach
- JPS Transmission Line Buffer
- Parcel Boundary

ABBREVIATIONS

Cem	Cemetery
Ch	Church
Ct. Ho	Court House
FS	Fire Station
HC	Health Centre
Lib	Library
Mkt	Market
PO	Post Office
PS	Police Station
Sch	School
TC	Transportation Centre

PROPOSALS

Cemetery/Crematoria	AB SA4 - AB SA5
Commercial	
Commercial/Industrial-Light	AB UE1 - AB UE3
Educational	AB SA2 - AB SA3
Educational/Public Assembly	
Government Purposes & Statutory Undertakings	
Industrial-Light	AB UE8
Institutional	
Mixed Use: Commercial/Office/Industrial-Light	AB UE4 - AB UE5
Mixed Use: Residential/Commercial/Office	
Office/Commercial	
Open Space-Public	
Public Assembly	
Parking-Public	
Recreational	AB SA6 - AB SA9
Residential	AB H1 - AB H8
Residential/Agricultural	AB H9 - AB H10
Residential/Commercial	
Residential/Office	
Resort/Residential	
Transportation Centre	AB T1 - AB T3
Utility-Water Works	AB WS1

POLICIES

The letters and numbers refer to policies in the St. Ann Parish Development Order. The following policies apply throughout the St. Ann's Bay Local Planning Area Inset No. 1

T1-T10, T14- T15, T30 - T40, T51-T57, T61- T63, H1- H12, H18- H23, C1-C2, C4-C13, C17-C18, C32- C34, RE1- RE8, UE1- UE6, UE9-UE21, UE28-UE30, TO1- TO8, T10- T18, WS1- WS9, WTD1- WTD23, E1- E15, GD1- GD23, GD27- GD48, GD51- GD78, GD91- GD78, GD91- GD96, UC1- UC27, DC1- DC4, CD1- CD15

00.951.9 Kilometres

1:3,000

Prepared by: National Environment and Planning Agency
10 & 11 Caledonia Avenue, Kingston 5.

Prepared for: The Town and Country Planning Authority
January 2025

ST. ANN PARISH DEVELOPMENT ORDER

OCHO RIOS LOCAL PLANNING AREA LANDUSE PROPOSALS (INSET NO. 2)



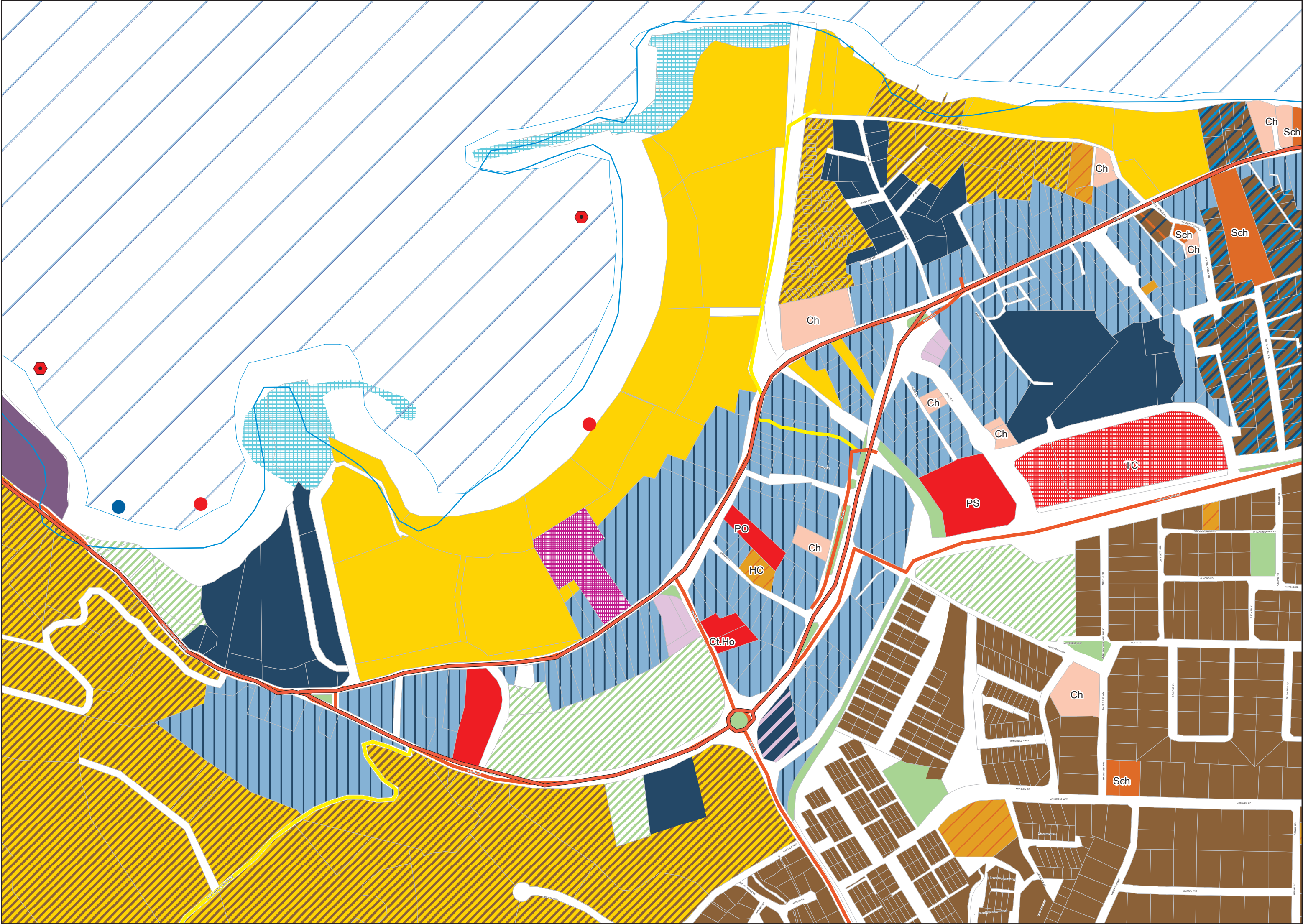
LEGEND		ABBREVIATIONS	
	North Coast Highway	Cem	Cemetery
	Road Class A	Ch	Church
	Road Class C	Ct.H	Court House
	Road Other	FS	Fire Station
	Coastline	HC	Health Centre
	River/ Watercourse	Lib	Library
	JPS Transmission Line	PO	Post Office
	Ocho Rios LPA Boundary	PS	Police Station
	Shipping Port	Sch	School
	Bathing Beach	TC	Transportation Centre
	Fishing Beach		
	Cave		
	Ocho Rios Marine Park		
	White River Buffer (30m)		
	JPS Transmission Line Buffer		
	Ecological Sensitive Area		
	Parish Boundary		
	Parcel Boundary		
	Pond/ Waterbody		
PROPOSALS		POLICIES	
	Cemetery/Crematoria		OR SA4 - OR SA5
	Commercial		OR SUE4 - OR SUE5
	Commercial/Industrial-Light		
	Conservation		OR C1 - OR C3
	Educational		OR SA2 - OR SA3
	Government Purpose & Statutory Undertakings		
	Industrial-Heavy		
	Industrial-Light		
	Institutional		
	Mixed Use: Office/Commercial/Industrial-Light		OR UE9 - OR UE10
	Mixed Use: Public Assembly/Residential/Commercial		
	Mixed Use: Residential/Commercial/Educational		
	Mixed Use: Residential/Office/Commercial		OR H15 - OR H16
	Office/Commercial		OR UE1 - OR UE4
	Open Space-Private		
	Open Space-Public		OR SA6 - OR SA9
	Public Assembly		
	Parking-Public		
	Recreational		
	Residential		OR H1 - OR H6
	Residential/Agricultural		OR SUE8 - OR SUE9
	Residential/Commercial		OR H15 - OR H18
	Resort		OR T01 - OR T010
	Resort/Residential		
	Seaport & Seaport Related Activity		
	Transportation Centre		OR T1 - OR T2
	Utility-Cell Site		
	Utility-Pump Station		
	Utility-Substation		
	Utility-Waterworks		OR WS1 - OR WS4

The letters and numbers refer to policies in the St. Ann Parish Development Order. The following policies apply throughout the Ocho Rios Local Planning Area Inset No.2

SP C25 - SPC 26, SP C65 - SP C67, SP RE9 - SP RE14, SP UE1 - SP UE6, SP UE9 - SP UE14, SP UE20 - SP UE 30 SP ED1 - SP ED7, SP TO1 - SP TO18, SP WTD8 - SP WTD11, SP PFS1 - SP PFS9, GD24 - GD43, GD51 - GD65, GD73 - GD80, GD84 - GD90, GD95 - GD96, UC8 - UC18, DC1 - DC4, CD1 - CD11, SP OWS1 - SP OWS7

ST. ANN PARISH DEVELOPMENT ORDER

OCHO RIOS LOCAL PLANNING AREA LANDUSE PROPOSALS (INSET NO. 2.1)



LEGEND

- North Coast Highway
- Road Class A
- Road Other
- Coastline
- Shipping Port
- Bathing Beach
- Fishing Beach
- Ocho Rios Marine Park
- Parcel Boundary

ABBREVIATIONS

- Ch Church
- Ct.H Court House
- HC Health Centre
- Lib Library
- PO Post Office
- PS Police Station
- Sch School
- TC Transportation Centre

PROPOSALS

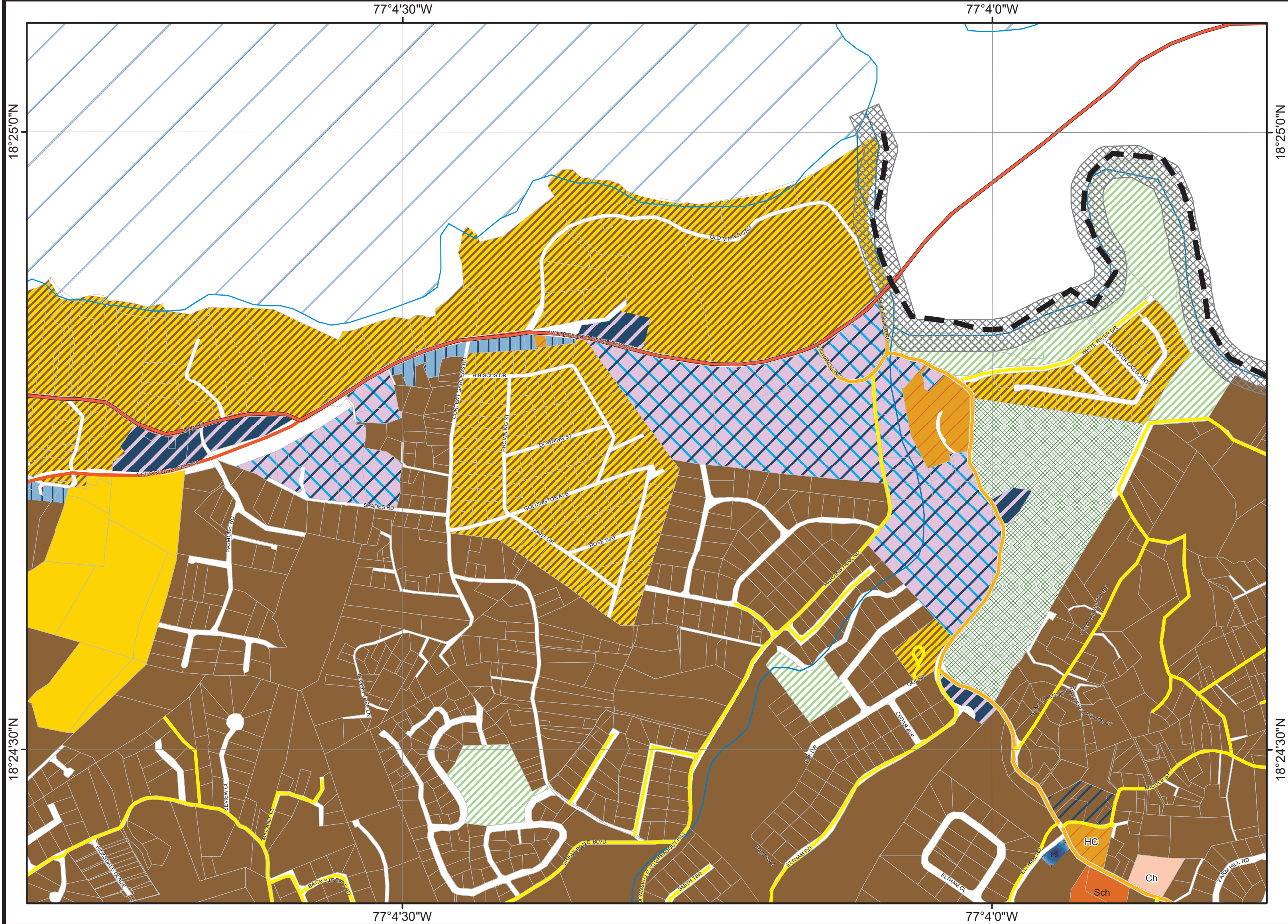
- Commercial
- Commercial/Industrial-Light
- Educational
- Government Purpose & Statutory Undertakings
- Industrial-Heavy
- Industrial-Light
- Institutional
- Mixed Use: Residential/Commercial/Educational
- Mixed Use: Residential/Office/Commercial
- Office/Commercial
- Open Space-Public
- Public Assembly
- Parking-Public
- Recreational
- Residential
- Resort
- Resort/Residential
- Seaport & Seaport Related Activity
- Transportation Centre

POLICIES

- OR SUE4 - OR SUE5
- OR SA2 - OR SA3
- OR UE9 - OR UE10
- OR H15 - OR H16
- OR UE1 - OR UE4
- OR SA6 - OR SA9
- OR H1 - OR H6
- OR TO1 - OR TO10
- OR WS1 - OR WS4

ST. ANN PARISH DEVELOPMENT ORDER

OCHO RIOS LOCAL PLANNING AREA LANDUSE PROPOSALS (INSET NO. 2.2)



LEGEND

- North Coast Highway
- Road Class A
- Road Class C
- Road Other
- Coastline
- River/ Watercourse
- Ocho Rios LPA Boundary
- Ocho Rios Marine Park
- White River Buffer (30m)
- Parcel Boundary

ABBREVIATIONS

- Ch Church
- HC Health Centre
- Sch School



PROPOSALS

- Commercial/Industrial-Light
- Conservation
- Educational
- Institutional
- Mixed Use: Office/Commercial/Industrial-Light
- Office/Commercial
- Public Assembly
- Recreational
- Residential
- Residential/Commercial
- Resort
- Resort/Residential
- Utility-Pump Station

POLICIES

- OR C1- OR C3
- OR SA4 - OR SA5
- OR UE1 - OR UE4
- OR SA6 - OR SA9
- OR H1 - OR H6
- OR H15 - OR H16
- OR T01 - OR T010

The numbers and letters refer to policies in the St. Ann Parish Development Order. The following policies apply throughout the Ocho Rios Local Planning Area (Inset No. 2)

SP C25 - SPC 26, SP C65 - SP C67, SP RE9 - SP RE14, SP UE1 - SP UE6, SP UE9 - SP UE14, SP UE20 - SP UE 30 SP ED1 - SP ED7, SP TO1 - SP TO18, SP WTD8 - SP WTD11, SP PFS1 - SP PFS9, GD24 - GD43, GD51 - GD65, GD73 - GD80, GD84 - GD90, GD95 - GD96, UC8 - UC18, DC1 - DC4, CD1 - CD11, SP OWS1 - SP OWS7

0 0.75 1.5 Kilometre

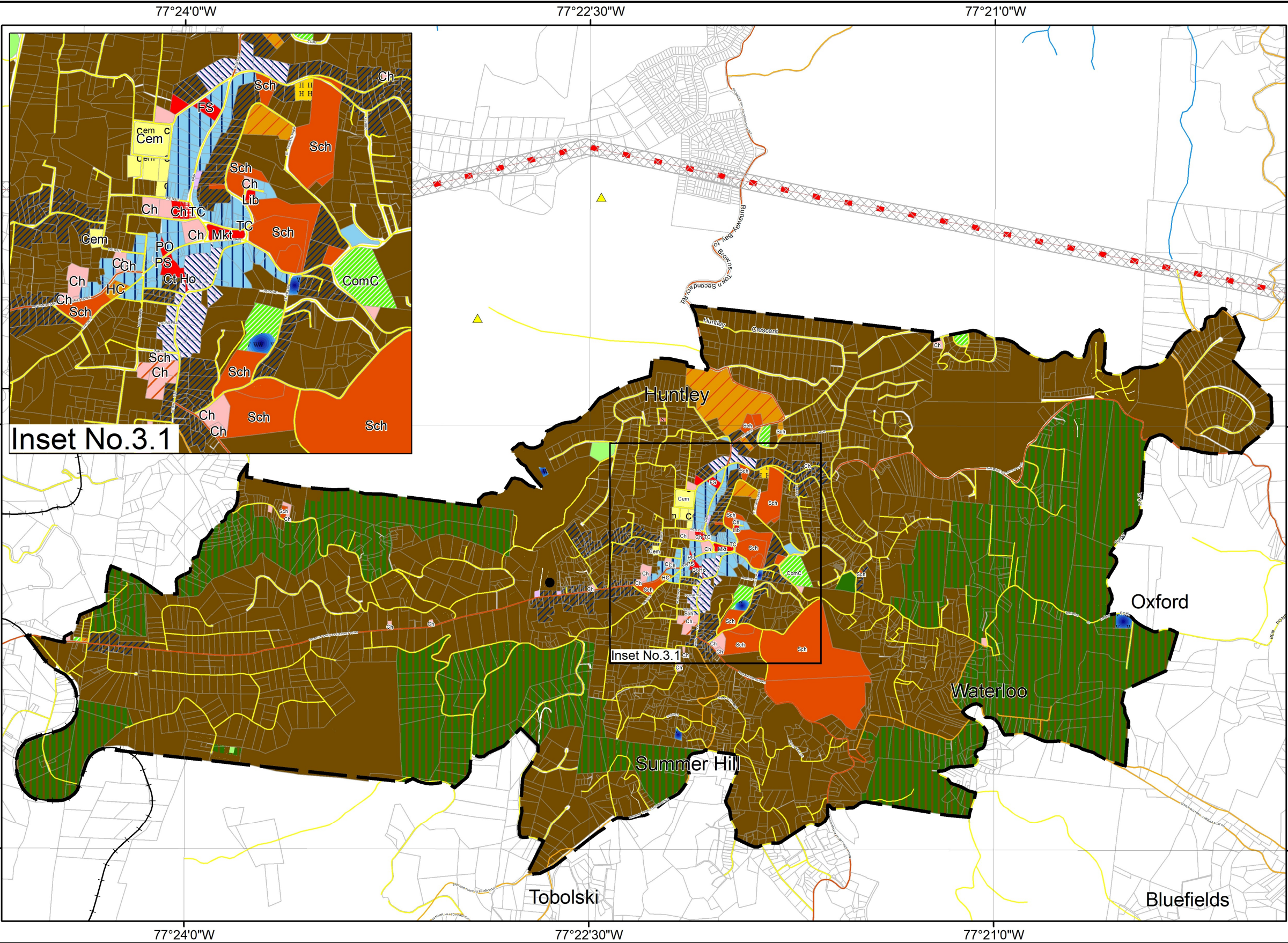
1:4,500

Prepared by: National Environment and Planning Agency
10 Caledonia Avenue, Kingston 5.
Prepared for: The Town and Country Planning Authority
January 2025



ST. ANN PARISH DEVELOPMENT ORDER

BROWN'S TOWN LOCAL PLANNING AREA LAND USE PROPOSALS (Inset No.3)



LEGEND

- Road Class B
- Road Class C
- Road Other
- Railway
- JPS Transmission Line (High Voltage)
- Cave
- Historical Buildings/Site/Monument
- JPS Transmission Line Buffer
- Browns Town LPA Boundary
- Parcel Boundary

ABBREVIATIONS

- | | |
|-------|-----------------------|
| Cem | Cemetery |
| Ch | Church |
| Com.C | Community Centre |
| Ct Ho | Court House |
| FS | Fire Station |
| HC | Health Centre |
| Lib | Library |
| Mkt | Market |
| PO | Post Office |
| PS | Police Station |
| Sch | School |
| TC | Transportation Centre |



PROPOSALS

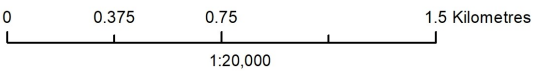
- Agricultural
- Cemetery/Crematoria
- Commercial/Industrial-Light
- Educational
- Government Purposes & Statutory Undertakings
- Industrial-Light
- Institutional
- Office
- Office/Commercial
- Open Space-Public
- Public Assembly
- Public Assembly/Educational
- Recreational
- Residential
- Residential/Agricultural
- Residential/Commercial
- Resort-Hotel
- Transportation Centre
- Utility-Cell Site
- Utility-Waterworks

POLICIES

- BT SA13 - BT SA14
- BT UE1 - BT UE2
- BT SA9 - BT SA11
- BT UE6 - BT UE8
- BT SA3 - BT SA8
- BT H1 - BT H8
- BT T1 - BT T2
- BT WS1 - BT WS4

The numbers and letters refer to policies in the St. Ann Parish Development Order. The following policies apply throughout the Brown's Town Local Planning Area (Inset No.3)

SP H3 - SP H23, SP T1 - SP T29, SP C1 - SP C8, SP C27 - SP C32, SP RE1 - SP RE14, SP UE1 - SP UE30, SP ED1 - SP ED7, SP WS1 - SP WS9, SP WTD1 - SP WTD20, SP PFS1 - SP PFS11, GD1 - GD21, GD24 - GD43, GD77 - GD90, GD95 - GD 96, RAP1 - RAP28

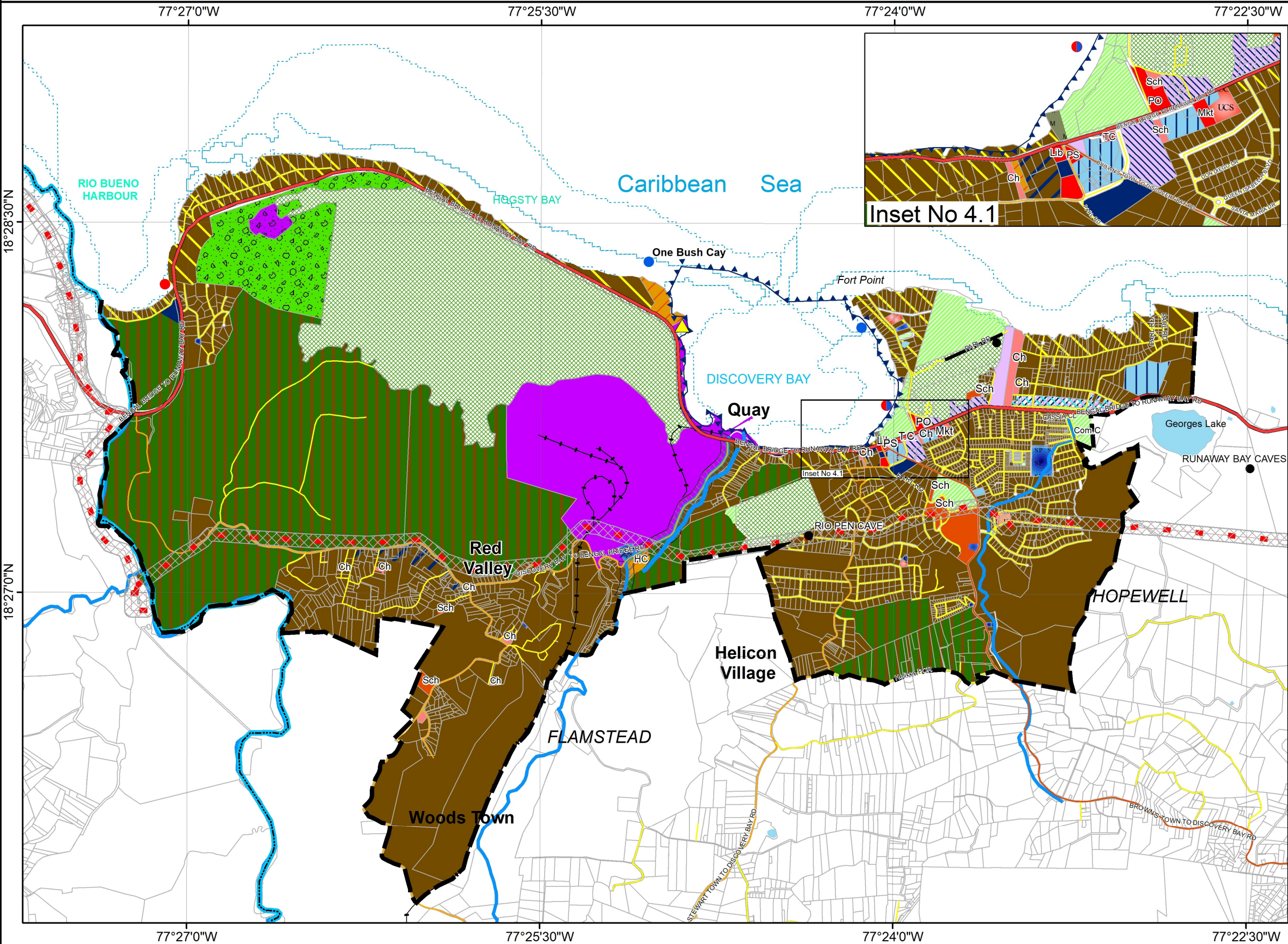


Prepared by: National Environment and Planning Agency
10 Caledonia Avenue, Kingston 5.
Prepared for: The Town and Country Planning Authority
January 2025



ST. ANN PARISH DEVELOPMENT ORDER

DISCOVERY BAY LOCAL PLANNING AREA LAND USE PROPOSALS (Inset No.4)



LEGEND

- North Coast Highway
 - Road Class B
 - Road Class C
 - Road Other
 - Railway
 - JPS Transmission Line (High Voltage)
 - Air Strip
 - River/Watercourse
 - St. Ann Development Order Area Boundary
 - Coral Reef
 - Discovery Bay LPA Boundary
 - cave
 - Historical Site/Monument Building
 - Bathing Beach
 - Fishing Beach
 - Fishing & Bathing Beach
- ABBREVIATIONS**
- Ch Church
 - Com.C Community Centre
 - HC Health Centre
 - Lib Library
 - Mkt Market
 - PO Post Office
 - PS Police Station
 - Sch School
 - TC Transportation Centre
- 50m No Build Zone**
- JPS Transmission Line Buffer**
- Fish Sanctuary**
- Parcel Boundary**
- Pond/Waterbody**

PROPOSALS

- Commercial
 - Commercial/Industrial-Light
 - Conservation
 - Controlled Development
 - Educational
 - Government Purposes and Statutory Undertakings
 - Historical Site
 - Industrial-Heavy
 - Industrial-Light
 - Institutional
 - Military
 - Mixed Use: Office/Commercial/Industrial-Light
 - Office
 - Office/Commercial
 - Open Space-Private
 - Open Space-Public
 - Public Assembly
 - Quarry Zone
 - Recreational
 - Residential
 - Residential/Agricultural
 - Residential/Commercial
 - Resort
 - Resort/Residential
 - Transportation Centre
 - Utility-Cell Site
 - Utility-Pump Station
 - Utility-Sewage Plant
 - Utility-Solar Panel
 - Utility-Waterworks
- POLICIES**
- DB RE1- DB RE4
 - DB C1- DB C15
 - DB SA7- DB SA8
 - DB UE1- DB UE4
 - DB SA4 - DB SA6
 - DB H1 - DB H10
 - DB TO1 - DB TO6
 - DB T1 - DB T3
 - DB WS1- DB WS3

The letters and numbers refer to policies in the St. Ann Parish Development Order. The following policies apply throughout the Discovery Bay Local Area Land Use Proposals (Inset No.4)

SP H1 - SP H23, SP C9, SP C18 - SP C24, SP C27 - SP C31, SP C39 - SP C67, SP RE1 - SP RE14, SP UE1 - SP UE30, SP TO1 - SP TO18, SP M1 - SP M12, SP WS1 - SP WS9, GD1- GD4, GD9- GD23, GD24- GD28, GD 37-GD50, GD 55-GD61, GD80- GD84, GD95 -GD98, RAP1 - RAP19, CD1 - CD26, SP OWS1 - SP OWS7, UC1 - UC26, DC1 - DC4, CD1 - CD15

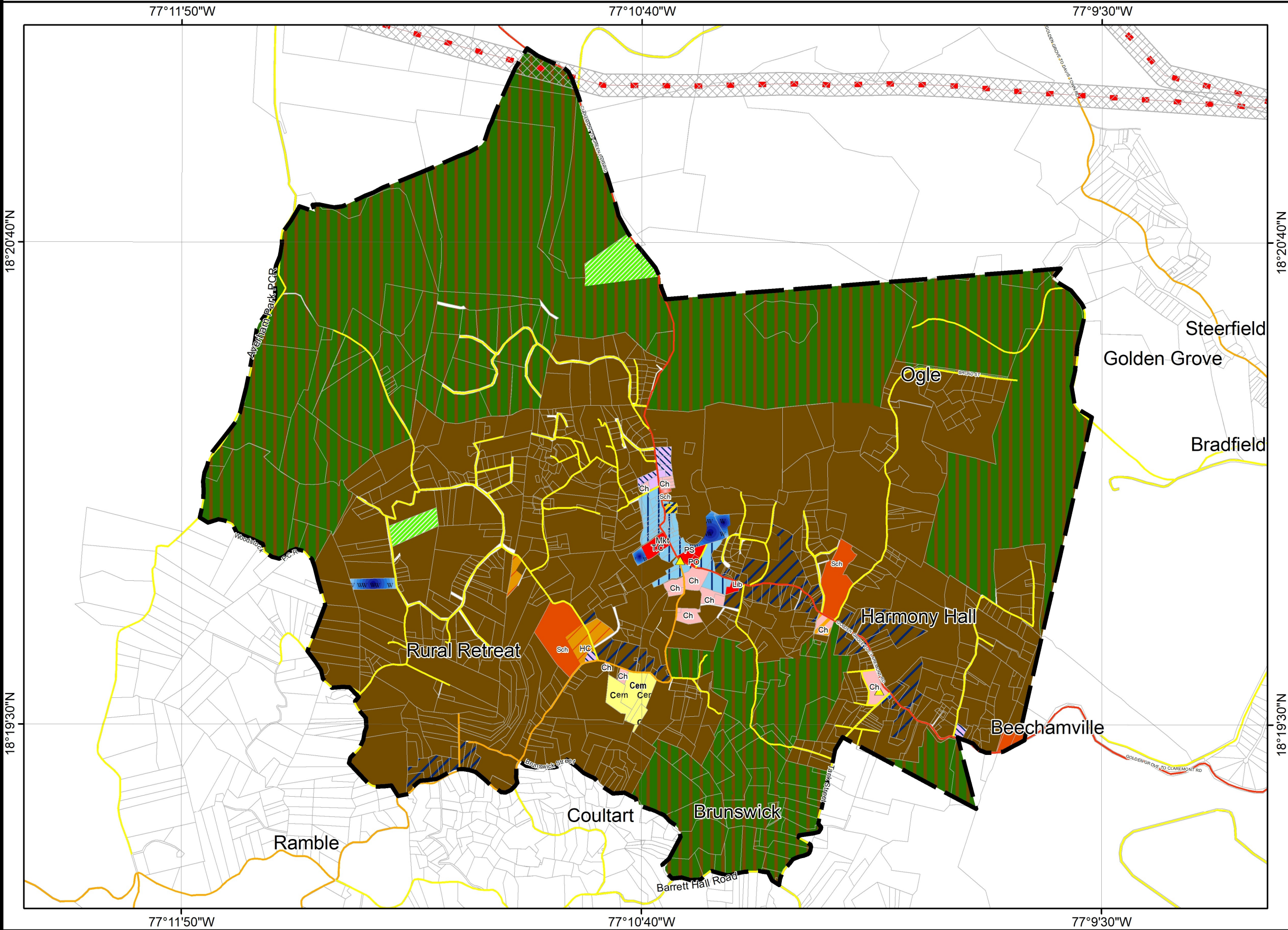
0 0.45 0.9 1.8 Kilometres

1:23,000
Prepared by: National Environment and Planning Agency
10 & 11 Caledonia Avenue, Kingston 5.
Prepared for: The Town and Country Planning Authority
January 2025



ST. ANN PARISH DEVELOPMENT ORDER

CLAREMONT LOCAL PLANNING AREA LAND USE PROPOSALS (INSET NO. 5)



LEGEND

Road Class A

Road Class C

Other Road

JPS Transmission Line (High Voltage)

Historical Building/Site/Monument

JPS Transmission Line Buffer

Claremont LPA Boundary

Parcel Boundary

ABBREVIATIONS

Cem	Cemetery
Ch	Church
HC	Health Centre
Lib	Library
Mkt	Market
PO	Post Office
PS	Police Station
Sch	School
T.C	Transportation Centre

PROPOSALS

<div></div>	Cemetery/Crematoria
<div></div>	Commercial/Industrial-Light
<div></div>	Educational
<div></div>	Government Purpose and Statutory Undertakings
<div></div>	Industrial-Light
<div></div>	Institutional
<div></div>	Office/Commercial
<div></div>	Public Assembly
<div></div>	Public Assembly/Institutional
<div></div>	Recreational
<div></div>	Residential
<div></div>	Residential/Agricultural
<div></div>	Residential/Commercial
<div></div>	Resort/Commercial
<div></div>	Utility-Cell Site
<div></div>	Utility-Waterworks

POLICIES

C SA10 - C SA11
C UE1, C UE3, C UE6, C UE8
C UE1 - C UE4
C H1 - C H6
C TO1 - C TO2
C WS1 - C WS4

The letters and numbers refer to policies in the St. Ann Parish Development Order. The following policies apply throughout the Claremont Local Planning Area Inset No. 5

SP T1-T9, SP T30- SP T34, SP C27- SP C31, SP RE1- SP RE6, SP RE 10- SP RE14, SP UE1- SP UE4, SP GD1- SP GD23, SP GD38 - SP GD51, SP GD70 - SP GD90, SP GD95 - SP GD96

0

0.5

1 Kilometre

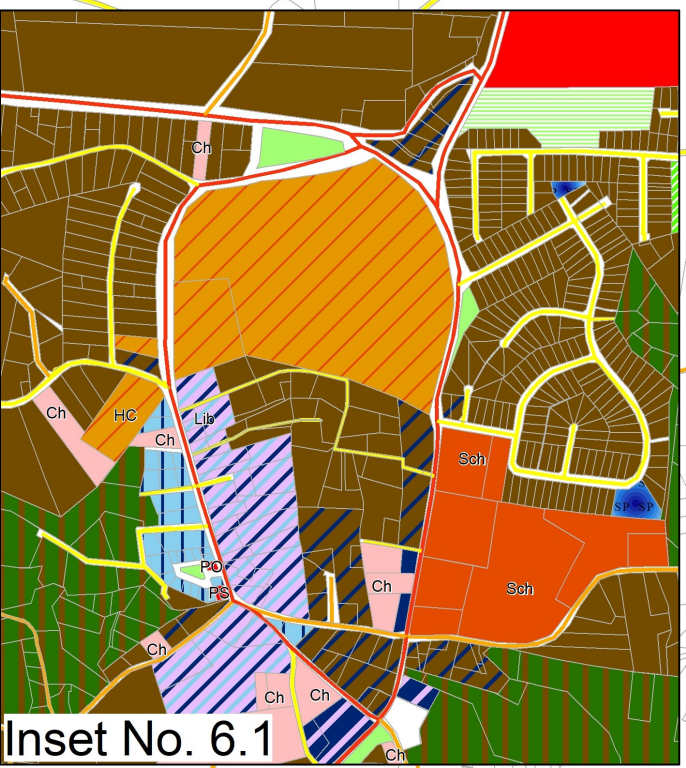
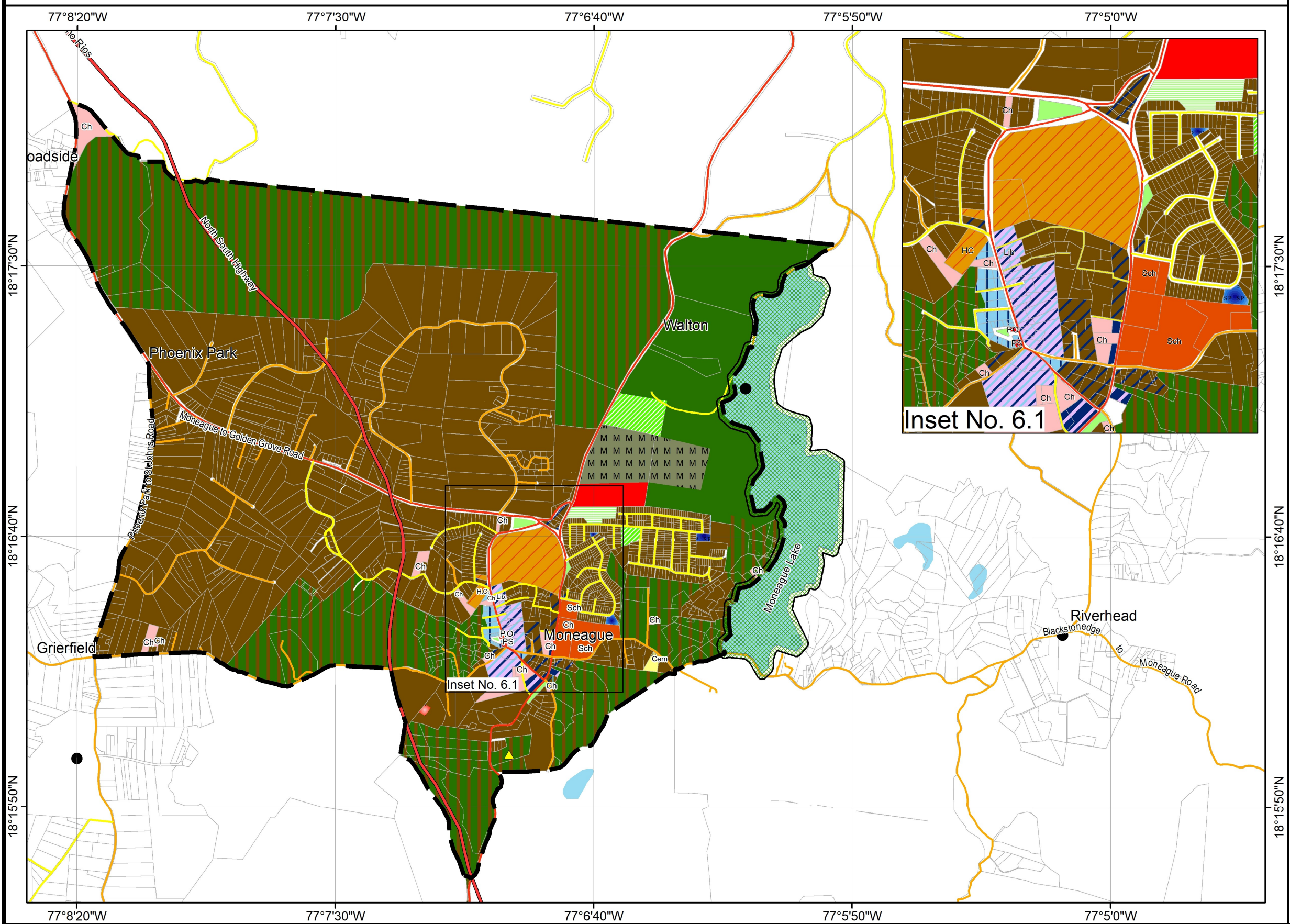
1:13,500

Prepared by: National Environment and Planning Agency
10 & 11 Caledonia Avenue, Kingston 5.
Prepared for: The Town and Country Planning Authority
January 2025

National Environment and Planning Agency

ST. ANN PARISH DEVELOPMENT ORDER

MONEAGUE LOCAL PLANNING AREA LAND USE PROPOSALS (Inset No.6)



LEGEND

- North South Highway
- Road Class A
- Road Class C
- Road Other
- Cave
- Historical Site/ Monument/Building
- Moneague LPA Boundary
- Parcel Boundary
- 50m No build Zone
- Pond/Waterbody

ABBREVIATIONS

- Cem Cemetery
- Ch Church
- H.C Health Centre
- Lib Library
- P.O Post Office
- PS Police Station
- Sch School



PROPOSALS

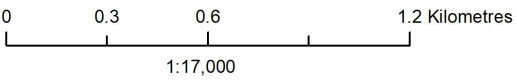
- Agricultural
- Cem Cemetery/Crematoria
- Commercial
- Commercial/Industrial-Light
- Educational
- Government Purposes and Statutory Undertakings
- Institutional
- Military
- Office/Commercial
- Mixed Use: Office/Commercial/Industrial-Light
- Mixed Use: Residential/Office/Commercial
- Open Space-Private
- Open Space-Public
- Public Assembly
- Recreational
- Residential
- Residential/Agricultural
- Residential/Commercial
- Utility-Cell Site
- Utility-Sewerage Plant

POLICIES

- Mo RE1 - Mo RE4
- Mo SA6 - Mo SA7
- Mo SA4 - Mo SA5
- Mo UE4 - Mo UE6
- Mo SA2 - Mo SA3
- Mo H1 - Mo H7
- Mo C1 - Mo C13

The letters and numbers refer to policies in the St. Ann Parish Development Order. The following policies apply throughout the Moneague Local Planning Area (Inset No. 6)

SP C16 - SP C17, SP RE1 - SP RE14, SP UE1 - SP UE6, SP UE9 - SP UE14, SP WS1 - SP WS9, SP WTD1 - SP TD20, GD1- GD4, GD9 - GD16, GD24 - GD28, GD37 - GD50, GD55 - GD61, RAP1 - RAP19

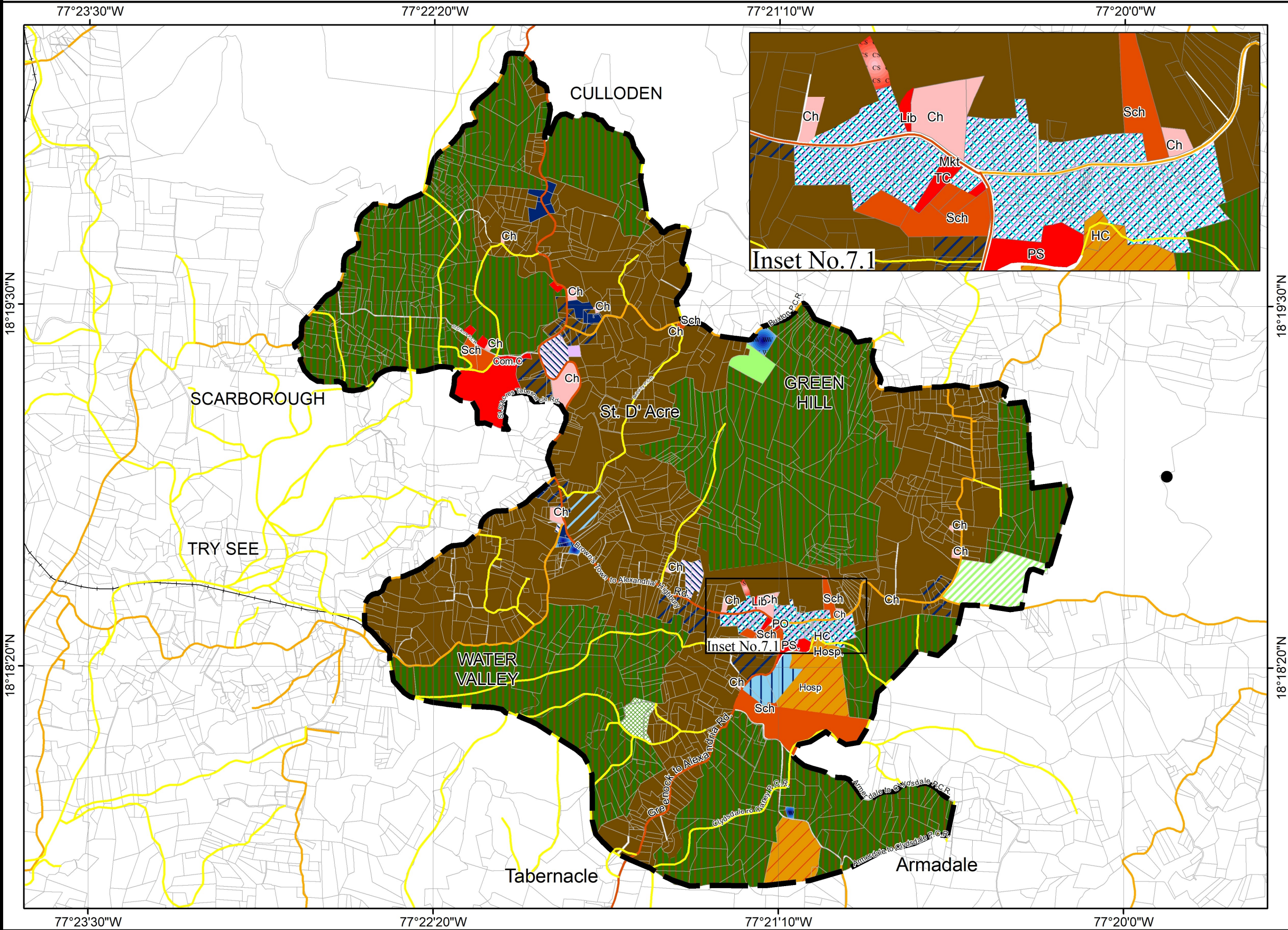


Prepared by: National Environment and Planning Agency
10 & 11 Caledonia Avenue, Kingston 5.
Prepared for: The Town and Country Planning Authority
January 2025



ST. ANN PARISH DEVELOPMENT ORDER

ALEXANDRIA LOCAL PLANNING AREA LAND USE PROPSALS (Inset No.7)



LEGEND

Road Class B

Road Class C

Other Road

Railway

Cave

Alexandria LPA Boundary

Parcel Boundary

ABBREVIATIONS

Ch	Church
Com.C	Community Centre
HC	Health Centre
Hosp	Hospital
Lib	Library
Mkt	Market
PO	Post Office
PS	Police Station
Sch	School
TC	Transportaion Centre

PROPOSALS

Commercial

Commercial/Industrial-Light

Conservation

Educational

Government Purposes & Statutory Undertakings

Industrial-Light

Institutional

Mixed Use: Office/Commercial/Industrial-Light

Office/Commercial

Open Space-Public

Public Assembly

Recreational

Residential

Residential/Agricultural

Residential/Commercial

Residential/Office

Utility-Cell Site

Utility-Waterworks

POLICIES

A UE1 - A UE5

A C1 - A C8

A SA3 - A SA4

A UE3 - A UE4

A SA5

A SA6 - A SA7

A H1 - A H4

A SUE1 - A SUE2

A H4

A WS1 - A WS4

The letters and numbers refer to policies in the St. Ann Parish Development Order. The following policies apply throughout the Alexandria Local Planning Area (Inset No.7)


SP T62 - SP T63, SP H1 - SP H23, SP C27- SP C31, SP RE1- SP RE14, SP UE1 - SP UE25, SP ED1 - SP ED7, GD1 - GD12, GD14 - GD20, GD24 - GD31, GD63 - GD71, GD81 - GD90, GD95 - GD96

00.3250.651.3

Kilometres

1:18,000

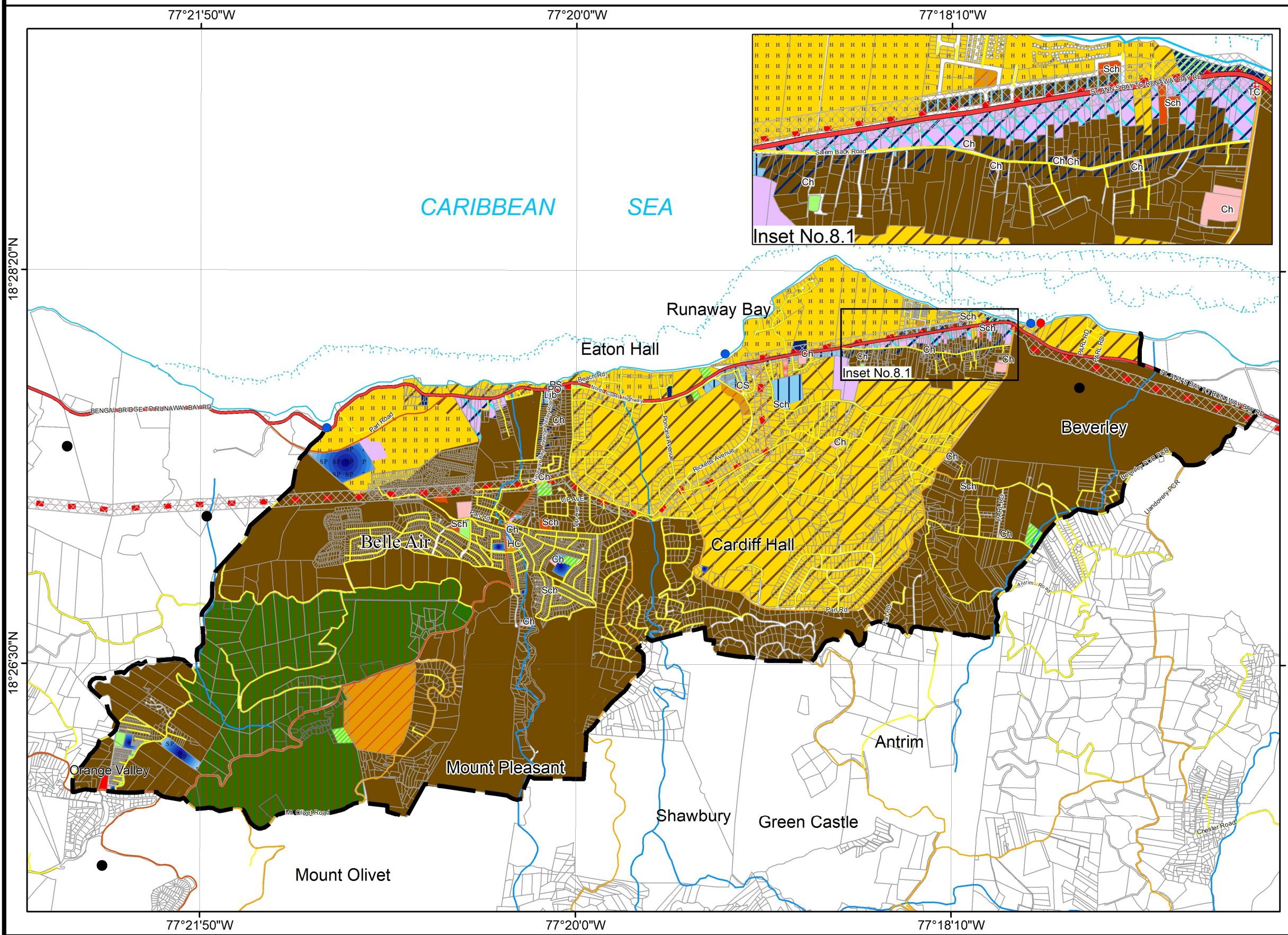
Prepared by: National Environment and Planning Agency
10 & 11 Caledonia Avenue, Kingston 5.
Prepared for:The Town and Country Planning Authority
January 2025



National Environment and Planning Agency

ST. ANN PARISH DEVELOPMENT ORDER

RUNAWAY BAY LOCAL PLANNING AREA LAND USE PROPOSALS (Inset No.8)



LEGEND

- North Coast Highway
- Road Class B
- Road Class C
- Other Road
- River/ Watercourse
- Reefs
- Coast Line
- JPS Transmission Line (High Voltage)
- Runaway Bay LPA Boundary
- Cave
- Bathing Beach
- Fishing Beach
- JPS Transmission Line Buffer
- Parcel Boundary

ABBREVIATIONS

- Ch Church
- HC Health Centre
- Lib Library
- PO Post Office
- PS Police Station
- Sch School
- TC Transportation Centre



PROPOSALS

- Agricultural
- Commercial
- Commercial/Industrial-Light
- Commercial/Recreational
- Educational
- Government Purposes and Statutory Undertakings
- Industrial-Light
- Institutional
- Mixed Use: Office/Commercial/Industrial-Light
- Mixed Use: Residential/Office/Commercial
- Office/Commercial
- Open Space Public
- Parking
- Public Assembly
- Public Assembly/Institutional
- Recreational
- Residential
- Residential/Agricultural
- Residential/Commercial
- Resort - Guest House
- Resort - Hotel
- Resort/Recreational
- Resort/Residential
- Transportation Centre
- Utility-Cell Site
- Utility-Power Plant
- Utility-Sewage Plant
- Utility-Substation
- Utility-Waterworks

POLICIES

- RB SUE1 - RB SUE4
- RB SA6 - RB SA9
- RB UE3 - RB UE6
- RB UE3 - RB UE5
- RB SA3 - RB SA5
- RB SA3- RB SA5
- RB H1- RB H12
- RB TO1 - RB TO6
- RB T1 - RB T5
- RB WS1 - RB WS2

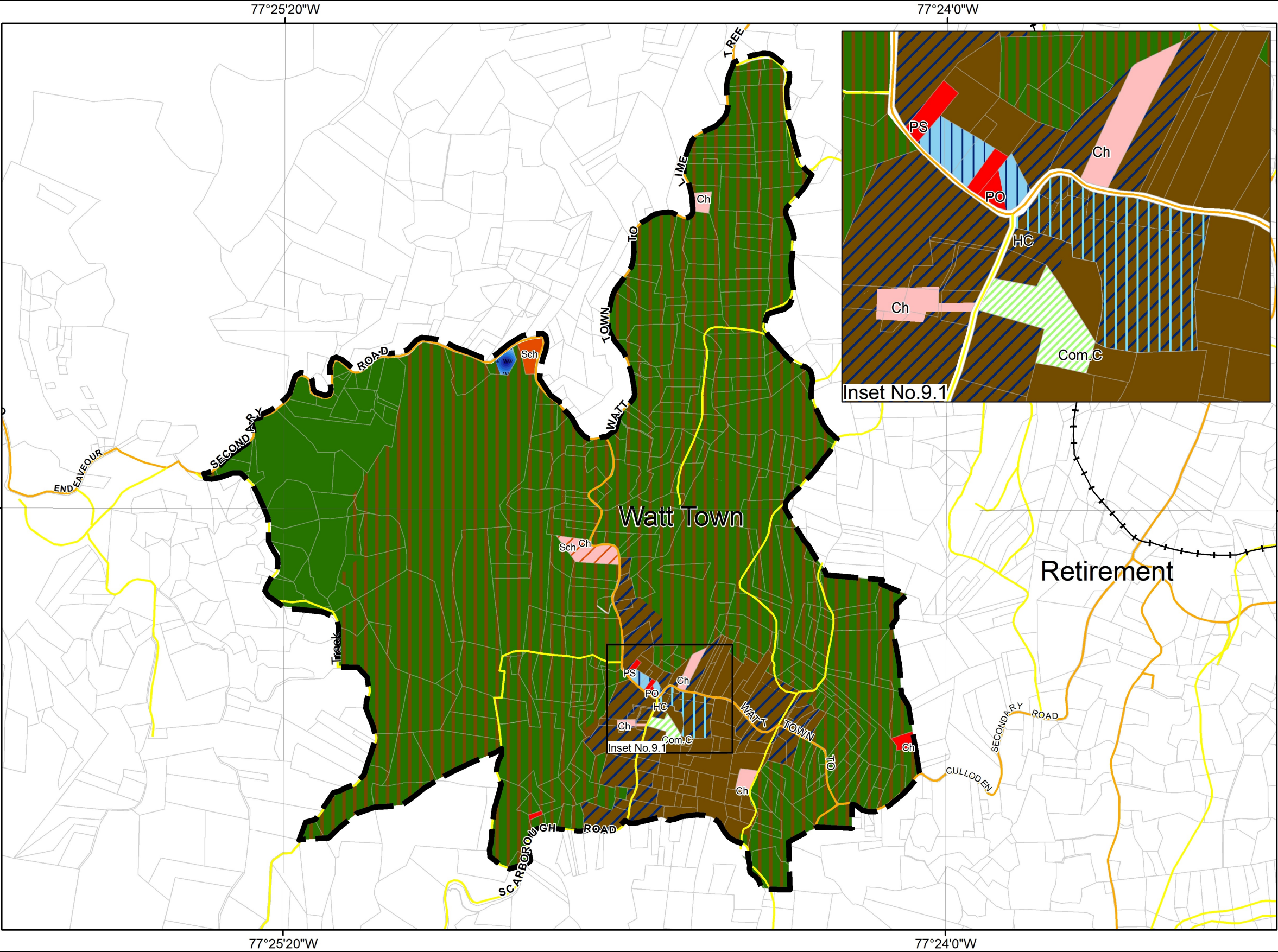
The letters and numbers refer to policies in the St. Ann Parish Development Order. The following policies apply throughout the Runaway Bay Local Planning Area Inset No.8

SP OWS1 - SP OWS7, SP H1 - SP H23, SP C27 - SP C31, SP C39 - SP C67, SP RE1 - SP RE14, SP UE1 - SP UE30, SP TO1 - SP TO18, SP WS1 - SP WS9, D1 - GD4, GD1 - GD27, GD29 - GD96, UD1 - UC26, DC1 - DC4, CD1 - CD15



ST. ANN PARISH DEVELOPMENT ORDER

WATT TOWN LOCAL PLANNING AREA LAND USE PROPOSALS (Inset No.9)



LENGEND

- Road Class C
- Road Other
- Railway

- Watt Town LPA Boundary
- Parcel Boundary

ABBREVIATIONS

- Ch Church
- Com.C Community Centre
- HC Health Centre
- PO Post Office
- PS Police Station
- Sch School



PROPOSALS

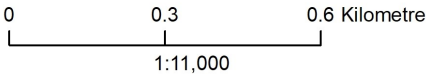
- Agricultural
- Educational
- Government Purposes & Statutory Undertakings
- Mixed Use: Residential/Office/Commercial
- Office/Commercial
- Public Assembly
- Public Assembly/Educational
- Recreational
- Residential
- Residential/Agricultural
- Residential/Commercial
- Utility-Waterworks

POLICIES

- WT SUE1- WT SUE3
- WT UE4-WT UE6
- WT UE1-WT UE3
- WT SA4
- WT H1-WT H6
- WT WS1-WT WS4

The numbers and letters refer to policies in the St. Ann Parish Development Order. The following policies apply throughout the Watt Town Local Planning Area (Inset No.9)

SP H1 - SP H23, SP C27 - SP C32, SP C49 - SP C64, SP RE1 - SP RE14, SP UE1 - SP UE27, SP M1 - SP M12, SP WS1 - SP WS9, SP WTD1 - SP WTD20, GD1-GD4, GD9-GD16, GD24-GD28, GD37-GD50, GD55-GD61, RAP1-RAP9

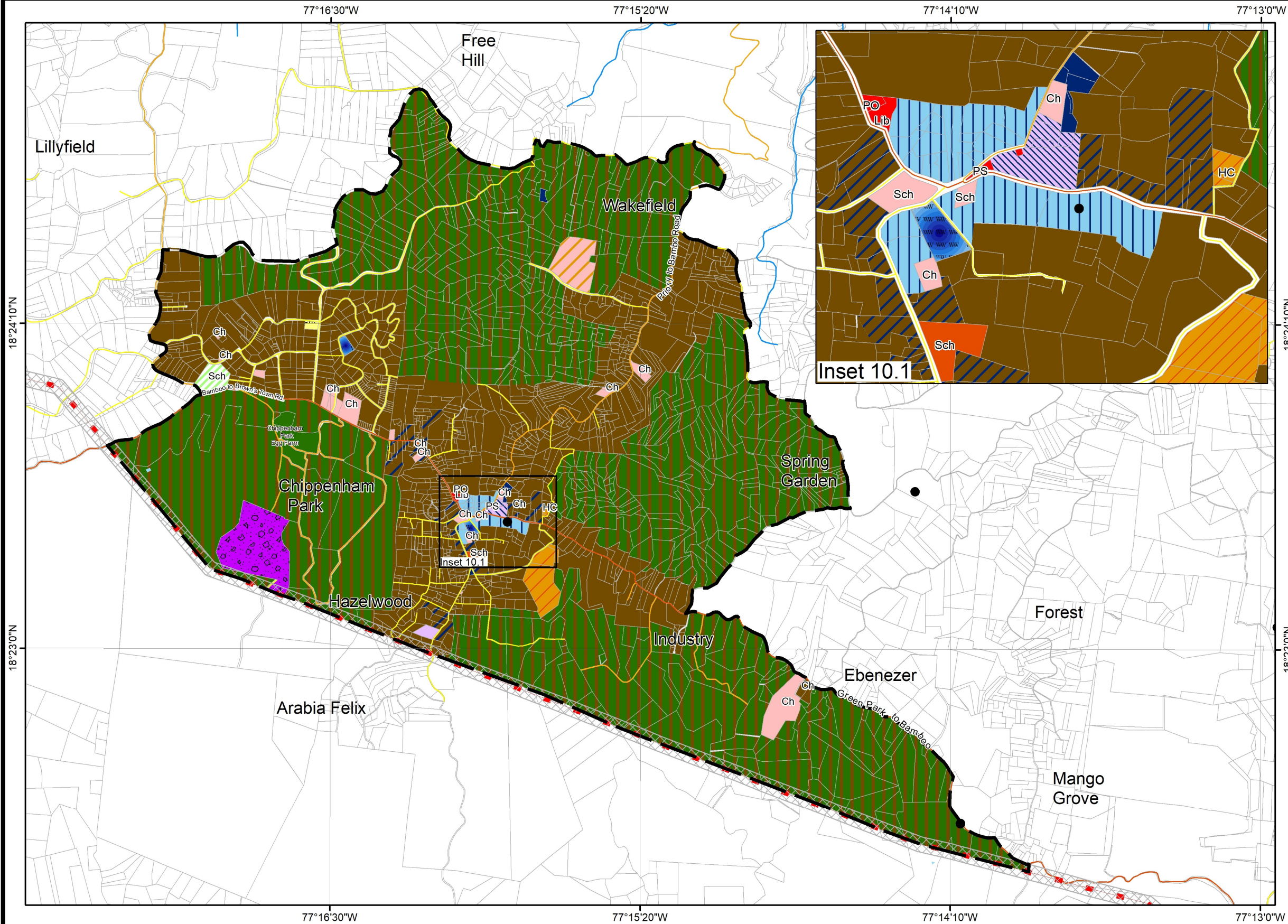


Prepared by: National Environment and Planning Agency
10 Caledonia Avenue, Kingston 5.
Prepared for: The Town and Country Planning Authority
January 2025



ST. ANN PARISH DEVELOPMENT ORDER

BAMBOO LOCAL PLANNING AREA LAND USE PROPOSALS (Inset No.10)

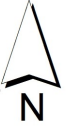


LEGEND

- Road Class B
- Road Class C
- Road Other
- JPS Transmission Line (High Voltage)
- River/ Watercourse
- Cave
- JPS Transmission Line Buffer
- Bamboo LPA Boundary
- Parcel Boundary
- Pond/ Waterbody

ABBREVIATIONS

- Cem Cemetery
- Ch Church
- HC Health Centre
- Lib Library
- PO Post Office
- PS Police Station
- Sch School



PROPOSALS

- Agricultural
- Cem Cemetery/Crematoria
- Commercial
- Commercial/Industrial-Light
- Educational
- Government Purposes & Statutory Undertakings
- Institutional
- Industrial-Light
- Office/Commercial
- Public Assembly
- Public Assembly/Institutional
- Quarry
- Recreational
- Residential
- Residential/Agricultural
- Residential/Commercial
- Utility-Waterworks

POLICIES

- B SUE1 - B SUE2
- B SA5 - B SA6
- B UE1 - B UE7
- B UE
- B SA4
- B SA2 - B SA3
- B H 1 - B H6
- B WS1 - B WS3

The letters and numbers refer to policies in the St. Ann Parish Development Order. The following policies apply throughout the Bamboo Local Planning Area Map Inset No.10

SP T30 - SP T39, SP H1 - SP H23, SP C22 - SP C51, SP RE1 - SP RE14, SP UE1 - SP UE26, SP M1 - SP M11, SP WS1 - SP WS9, SP WTD1 - SP WTD20, GD1 GD23, GD51 - GD78, GD91 - GD96

0 0.6 1.2 Kilometres
1:20,000

Prepared by: National Environment and Planning Agency
10 & 11 Caledonia Avenue, Kingston 5.
Prepared for: The Town and Country Planning Authority
January 2025



ST. ANN PARISH DEVELOPMENT ORDER

CAVE VALLEY LOCAL PLANNING AREA LAND USE PROPOSALS (Inset No.11)



LEGEND

- Road Class A
- Road Class B
- Road Class C
- Road Other
- River/Watercourse

- Historical Buildings/Site/ Monument
- Cave Valley LPA Boundary
- Parcel Boundary

ABBREVIATIONS

- Ch Church
- HC Health Centre
- Mkt Market
- PO Post Office
- PS Police Station
- Sch School
- TC Transportation Centre



PROPOSALS

- Commercial
- Educational
- Government Purposes & Statutory Undertakings
- Mixed Use: Office/Commercial/Industrial-Light
- Mixed Use: Public Assembly/Residential/Commercial
- Office/Commercial
- Open Space-Public
- Public Assembly
- Residential
- Residential/Agricultural
- Residential/Commercial
- Residential/Institutional
- Utility-Waterworks

POLICIES

- CV UE3 - CV UE6
- CV SA5 - CV SA8
- CV UE1 - CV UE5
- CV SA3 - CV SA4
- CV H1 - CV H7
- CV SUE1
- CV WS1 - CV WS3

The letters and numbers refer to policies in the St. Ann Parish Development Order. The following policies apply throughout the Cave Valley Local Planning Area (Inset No. 11)

SP C1 - SP C2, SP C13, SP C15, SP C17 - SP C21, SP C23 - SP C28, SP C30, SP C37, SP C43 - SP C45, SP E1 - SP E13, SP TELE1 - SP TELE21, SP WTD2, SP WTD4 - SP WTD20, SP PFS1 - SP PFS11, SP RE1 - SP RE18, SP H1 - SP H26, SP T1 - SP T62, SP UE1 - SP UE27, SP T011, SP T 12, SP T 18, GD1 - GD27, GD29 - GD96

0 0.8 1.6 Kilometres
1:18,000

Prepared by: National Environment and Planning Agency
10 & 11 Caledonia Avenue, Kingston 5.
Prepared for: The Town and Country Planning Authority
January 2025

