

CONTENTS

	Pages
Citation, Interpretation and General Regulations	3167
First Schedule (Paragraph 2)	3182
Second Schedule (Paragraph 5)	3191
Use Classes Order	3191
Class 1—Shops	3191
Class 2— Financial and Professional Services	3191
Class 3—Restaurants And Cafes	3192
Class 4—Drinking Establishments	3192
Class 5—Hot Food Takeaways	3192
Class 6—Business	3192
Class 7—General Industry	3192
Class 8—Storage or Distribution	3192
Class 9—Hotels	3192
Class 10 —Residential Institutions	3193
Class 11—Secure Residential Institution	3193
Class 12—Dwelling House	3193
Class 13—Non-Residential Institutions	3193
Class 14—Assembly And Leisure	3194
Third Schedule	3195
Permitted Development	
Part 1	3195
Part 2—Minor Operations	3202
Part 3—Development By Local Authorities	3206
Part 4—Temporary Buildings and Uses	3206
Part 4A—Non-Domestic Estensions and Alterations	3208
Part 5—Agricultural Buildings and Operations	3214
Part 6—Forestry Buildings and Operations	3227
Part 7—Repairs to Unadopted Streets and Private Ways	3232
Part 8—Repairs to Services	3232
Part 9—Aviation Development	3232
Part 10—Telecommunications Operations	3238
Fourth Schedule	3240
Form A	3240
Form B	3240
Form C	3241
Fifth Schedule	3242
The Plan	3242

CONTENTS

	Pages
Statements	3242
Manchester Parish Development Order Area	3242
History	3242
Demography	3243
Natural Resources	3244
Natural Conditions	3245
Conservation of The Natural And Built Environment	3246
Economic Activity	3247
Transportation	3248
Major Local Planning Areas (Growth Areas)	3249
Vision	3249
Strategy	3250
Purpose of the Order	3250
Format of the Order	3250
How to use the Order	3251
Acknowledgements	3251
Objectives	3251
Transportation	3252
Housing	3253
Conservation of the Natural and Built Environment	3254
Urban Economy	3255
Rural Economy	3256
Minerals	3257
Energy Generation and Conservation	3258
Rural Economy	3259
Urban Economy	3260
Tourism	3261
Telecommunication	3262
Sectoral Policies	3263
Transportation and Traffic	3263
Housing	3276
Conservation of the Natural and Built Environment	3281
Rural Economy	3293
Urban Economy	3298
Minerals	3302
Waste Treatment and Disposal	3306
Energy Generation and Conservation	3310
Tourism and Leisure	3313
Telecommunications	3315

CONTENTS

	Pages
Educational Facilities	3217
General Development Policies	3318
Coastal Policies	3342
Rural Area Policies	3350
Petrol and Oil Filling Stations	3357
Control of Advertisement	3358
Natural Hazard Vulnerability and Climate Change	3360
Local Planning Areas	3362
Mandeville Local Planning Area	3364
Christiana Local Planning Area	3394
Porus Local Planning Area	3409
Newport Local Planning Area	3430
Mile Gully Local Planning Area	3442
Williamsfield Local Planning Area	3454
Cross Keys Local Planning Area	3468
Pratville/Asia Local Planning Area	3481
Alligator Pond Local Planning Area	3493
Appendices	3507
Appendix 1	3507
Glossary	3507
Appendix 2	3512
List Of Urban Communities	3512
Appendix 3	3513
Schedule of Monuments, Historical and Archaeological	3513
Buildings and Ecological Sites in Manchester	3513
Appendix 4	3514
Schedule of Beaches along the Manchester Order Area Coast	3514
Appendix 5	3515
Main Road Deviations and New Major Roads	3515
Appendix 6	3516
Schedule of Road Standards	3516
Appendix 7	3518
Parking and Loading Requirements	3518
Appendix 8	3529
Guidelines for the Proper Siting and Design of Petrol and	
Oil Filling Stations	3529
Appendix 9	3535
The Design of Parking Facilities	3535
Appendix 10	3536
Residential Density—Standards and Controls	3536

CONTENTS

	Pages
Appendix 11	3541
Caves in Manchester	3541
Appendix 12	3551
Information to be Supplied with Subdivision Application	3551
Appendix 13	3552
Subdivision Assessment Criteria	3552
Appendix 14	3553
Visibility Splays	3553
Appendix 15	3554
General Development Standards for Telecommunication Network	3554
Appendix 16	3555
Guidelines For Hotel Development	3555
Appendix 17	3557
Advertisement Guidelines	3557
Appendix 18	3559
Guidelines for the Garage/Auto Mechanic Facilities	3559
Appendix 19	3560
Agricultural Land Use Classification System	3560
Appendix 20	3561
Minimum lot sizes for Single Family Residential Development	3561
Appendix 21	3562
General Considerations for the Setback of Selected Buildings	3562
Appendix 22	3563
Hill Side Development Guidelines	3563
Appendix 23	3566
Community Planning	3566
Appendix 24	3567
Guidelines and Standards for the Establishment of Liquid Natural Gas (LNG) Regasification Terminal Facilities	3567
List of Figures	3572
Figure 1	3572
Density, Height and Lot Coverage for Major Land Uses	3572
Figure 2	3574
Parking for Disabled	3574
Figure 3	3575
Parking Layout	3575
Figure 4	3576
Setbacks from High Watermark	3576

CONTENTS

	Pages
	<hr/>
Figure 5	3577
Parking Standards	3577
List of Maps	3581
List Of Abbreviations	3597
Acknowledgements	3598



THE
JAMAICA GAZETTE
SUPPLEMENT

PROCLAMATIONS, RULES AND REGULATIONS

3167

Vol. CXLVII

MONDAY, DECEMBER 30, 2024

No. 499

No. 605

THE TOWN AND COUNTRY PLANNING ACT

THE TOWN AND COUNTRY PLANNING (MANCHESTER PARISH) PROVISIONAL
DEVELOPMENT ORDER, 2024

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 Manchester Municipal Corporation.

Citation, Interpretation and General Regulations

Citation. 1. This Order may be cited as the Town and Country Planning
(Manchester Parish) Provisional Development Order, 2024.

Interpreta- 2. In this Order—
tion.

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

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

Part I.
First
Schedule.

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

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

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

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

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

“development order area” means the area specified in Part I 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 and include any 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;

Part II.
First
Schedule.

“local planning areas” mean the areas identified in Part IA of the First Schedule;

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

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

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

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

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

“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*;

“operator” 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 the 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;

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

“subdivision” means the division of any parcel of land 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 Manchester.

PART 1B—*Development of Land*

Designation of Manchester Development Order Area. 4.—(1) The parish of Manchester 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.—(1) 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, the use of the building or other land for any other purpose of the same class shall not be deemed for the purpose of the Act to involve development of the land.

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

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

PART 1C—*Applications for Planning Permission*

Applications
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 enure for the benefit of the land and of all persons for the time being interested in the land, but without prejudice to the provisions of Part 1 of the Act with respect to the revocation and modification of permission so granted.

Permitted
development.

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.

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*.

Acknowledgement of Application for planning permission.

Form A.
Fourth
Schedule.

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

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 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.

Fourth
Schedule.
Form A.

(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.

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

Application
to approve
reserved
matters.

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

(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.

Form A.
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
determina-
tion.

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 the information or such longer period as the local planning authority may think adequate in the circumstances shall be deemed to have withdrawn the application and shall be advised accordingly.

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

Appendix 3.
Fifth
Schedule.

- area used or capable of being used for agriculture, but the land shall not include land zoned by the Authority as land to be used for some other purpose; or
- (d) 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) with the Natural Resources Conservation Authority where—
- (i) the development is occurring on land situated in a coastal zone, in or adjacent to ecologically sensitive areas, in or adjacent to conservation areas or national parks, or near rivers, streams or other water bodies;
 - (ii) the development is subject to an environmental statement or environmental impact assessment;
 - (iii) the carrying out of building or other operations the use of land is for the purpose of refining or storing mineral oils and their derivatives; or
 - (iv) in carrying out of building or other operations the use of the land is 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; or
 - (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 Civil Aviation Authority, where—
 - (i) the development is located within a 3 km radius of airports, aerodromes, airstrips, similar facilities and flight paths;
 - (ii) the structure proposed is to be within 9.26 km (5 nautical miles) of an aerodrome;
 - (n) the relevant building authority for—
 - (i) roof mounted mast or tower in order to ensure the structural integrity of the roof;
 - (ii) roof gardens to ensure structural integrity and reinforcement;
 - (iii) 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 recommendation 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 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

Applications 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 or as the case may be, to give notice of the local planning authority decision or determination,
- (d) against the referral of the planning authority to approve details which were reserved when an outline permission was given or against 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 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.

Register 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
compensation.

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.

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.

Fifth Schedule.

Revocation.

27. Subject to paragraph 28, the Town and Country Planning (Manchester Parish) Confirmed Development Order, 2015, 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 24 any permission granted pursuant to those Orders which had effect immediately before the coming into operation of this Order, shall until the permission is revoked, continue to have effect as if granted pursuant to this Order.

FIRST SCHEDULE

(Paragraph 2)

PART I

Manchester Development Order Area

Commencing at the intersection of the seacoast and the common boundary between the parishes of St. Elizabeth and Manchester at Alligator Pond Bay; thence generally north-easterly and generally north-westerly along the common boundary between the parishes of Manchester and St. Elizabeth to the common corner between Manchester, St. Elizabeth and Trelawny; thence generally north-easterly and generally south-easterly along the common boundary between the parishes of Manchester and Trelawny to the common corner between Trelawny, St. Ann, Clarendon, and Manchester; thence generally south-easterly, generally south-westerly, generally westerly and generally southerly along Clarendon and Manchester parish boundary to its intersection with the seacoast at Long Bay; thence generally in a straight line perpendicular to the seacoast to a point on the off shore territorial limits, thence generally along the territorial limits to a point directly opposite the starting point at Alligator Pond Bay; thence generally in a straight line back to the starting point; including all offshore islands, cays and manmade and natural accretions within the territorial waters.

PART II

LOCAL PLANNING AREAS IN MANCHESTER DEVELOPMENT ORDER AREA

Mandeville Local Planning Area

Starting from the point where the Winston Jones Highway meets the Mandeville/Williamsfield Main Road; North-easterly and along this main road until it meets Russell Place Boulevard, South-westerly along this Boulevard to and along the Bauxite Access Road, south-easterly to where it meets parcel boundary (LV_NUMBER 14405007); Continue southerly along parcel boundaries (LV_NUMBER 14405007058, LV_NUMBER 14405007007) and then easterly along parcel boundary (LV_NUMBER 14405007021); Continue southerly along parcel boundary (LV_NUMBER 14405007021) until it meets a track north of Williamsfield road; South-easterly along this track to intersect with Williamsfield road; Westerly along Williamsfield road to meet Put-Me-Through Track; Southerly and thence easterly along Put-Me-Through Track (STATIN C29) to where it meets Royal Flat to New Hall Main Road; South-westerly and along this road until it meets parcel boundary (LV_NUMBER 16502004102) which is opposite the intersection of Hanbury to Mt. Nelson Main Road; Easterly and along this parcel boundary (LV_NUMBER 16502004102), along parcel boundary (LV_NUMBER 16502004101) till it meets parcel boundary (LV_NUMBER 16502004121); South-easterly and along parcel boundaries (LV_NUMBER 16502004121, LV_NUMBER 16502004017) till it meets Lancewood Track; Thence south-westerly along Lancewood Track (STATIN

FIRST SCHEDULE, *contd.*

C58), and along Campus Street to where it meets parcel boundary (LV_NUMBER 16502008085); Thence easterly and thence southerly along parcel boundaries (16502008074, 16502008083, 16502008084, 16502008027, 16502008028, 16502008096, 16502010001, 16505002002, 16505004033, 16505004032, 16505004031, 16505004030, 16505004029, 16505003049, 16505003017), generally one lot deep along the Royal Flat to New Hall Main Road till parcel boundary (LV_NUMBER 16505003017) meets the Richmond to Old England Road. Westerly for a short distance (approx. 100 metres) along the Richmond to Old England Road till it meets the northern boundary of parcel (LV_NUMBER 16505013001); Westerly along parcel (LV_NUMBER 16505013001) and thence north-westerly and westerly along (LV_NUMBER 18402007012) till it meets the Coffee Piece Parochial Road (STATIN C64 C65); Southerly along the Coffee Piece Parochial Road till it meets parcel boundary (LV_NUMBER 16505014044); Easterly along parcel boundary (LV_NUMBER 16505014044), thence southerly along parcel boundaries (16505014045, 16505018008, 16505018080, 16505018081, 16505018082, 16505018083, 16505018084, 16505018085, 16505018086, 16505018087, 16505018088, 16505018089, 16505018027, 16505018022, 16505018009, 16505018026, 16505018026), thence easterly along parcel boundary (LV_NUMBER 16505018001) till it meets the Windhill to Patrick Town Main Road; Southerly along the Windhill to Patrick Town Main Road for a short distance (approximately 40 metres) till it meets the Bauxite Haulage Road (ALCAN Property Road); North-westerly along the Bauxite Haulage Road (ALCAN Property Road) till it meets parcel boundary (LV_NUMBER 16505010024); Continue westerly along parcel boundaries (16505010023, 16505010022, 16505010021, 16505010020, 16505010019, 16505010018, 16505010017, 16505010016, 16505010015, 16505010014, 16505010004) until it meets the Albion Road; Southerly and along the Albion Road till it meets the intersection of Inverness Road; Easterly along Inverness Road for a short distance (approx. 60 metres) till it meets parcel boundary (LV_NUMBER 18401006001); Southerly and along parcel boundaries (LV_NUMBER 18401006001 and LV_NUMBER 18401002191) to where it meets parcel boundary (LV_NUMBER 18401007007); Southerly and along this boundary to parcel boundaries (LV_NUMBERS 18401007007, 18401007006, 18401007015, 18401007014, 18401007003) to where it meets the Knockpatrick to Cross Keys Main Road; Continue Westerly on the opposite side of the main road to parcel boundary (LV_NUMBER 18401004083); Thence westerly and along this parcel boundary to parcel boundaries (18401004110, 18401003168, to where it meets the (Ebenezer P.C.R –STATIN C92); Westerly and along the Ebenezer P.C.R till it meets the north-western boundary of parcel (LV_NUMBER 18303009226); North-easterly along this parcel boundary and then north-westerly along parcel boundaries (18303009225, 18303009224, 18303009223, 18303009222, 18303009221, 18303009220, 18303009219, 18303009218, 18303009217, 18303009193, 18303009192, 18303009192, 18303009185, 18303009184, 18303009183, 18303009182, 18303009181, 18303009180, 18303009179, 18303009178, 18303009177, 18303009176, 18303009175, 18303009174, 18303009173, 18303009172,

FIRST SCHEDULE, *contd.*

18303009170, 18303009169) till it meets the Perth to Spur Tree Road; Southerly and thence westerly along the Perth to Spur Tree Road till it meets the Marlborough Road; Northerly and along Marlborough Road till it meets parcel boundary (LV NUMBER 18303008057); Westerly along this parcel and thence north-westerly along parcel boundaries (18303008058, 18303008059, 18303008098, 18303008097, 18302020045, 18302021114, 18302021108, 18302021107, 18302021106, 18302021094, 18302021093, 18302021092, 18302021089, 18302021088, 18302021087, 18302021086, 18302021085, 18302021084, 18302021118) till it meets the Greenvale Main Road; Southerly and then south-westerly along the Greenvale Main Road till it meets the Spur Tree Road; South-westerly along the Spur Tree Main Road till it meets the ALPART Reserved Road; North-westerly and then westerly along the ALPART Reserved Road till it meets the Spur Tree to Fairfield Road; Thence north-westerly and along this road (Spur Tree to Fairfield Road) till it meets the Cottage Pen road; Easterly and north-easterly along the Cottage Pen Road until it meets the Fairfield P.C.R; Thence south-easterly along the Fairfield P.C.R till it meets the Chevely P.C.R; South-easterly along this road till it meets Hatfield Road, thence north-easterly along this road until it meets Fairmount Drive; North-westerly and north-easterly along Fairmount Drive till it meets parcel boundary (LV NUMBER 16402005009); North-westerly along this parcel boundary and continuing north-westerly along parcel boundaries (16402007026, 16402005028) till it meets a First Class Road at parcel boundary (LV NUMBER 16402005058); Easterly and southerly along this First Class Road till it meets Peace Avenue; North-westerly along Peace Avenue till it meets parcel boundary (LV NUMBER 16403003013); Northerly along this parcel boundary and northerly along parcel boundaries (164020100029, 16403003006, 16403003007, 16403003009), thence approx. 55 metres north along parcel boundary (LV NUMBER 16403003010), Thence in a straight line westerly till it meets a track (a private road leading to Oaklawn Memorial Gardens) STATIN NW68; North-easterly along this track (a private road leading to Oaklawn Memorial Gardens) STATIN NW68, to where it meets Bethel Street at parcel boundary (LV NUMBER 16403002125) northerly and easterly along Bethel Street to the where it intersects with Bethel Close; Northerly along Bethel Close to and along a track at (STATIN NW 67) to meet Retford property boundary in woodlands at parcel boundary (LV NUMBER 16402011025); westerly along this boundary to its western boundary (Retford property) at the end of track leading from Fairfield Estate; northerly along this boundary to and along Retford track to meet Retford Road; easterly and along this road to where it meets Somerset P.C.R.; south-easterly along this road to where it meets parcel boundary (LV_NUMBER 14306015001) at Woodway; North-easterly and along this parcel (LV_NUMBER 14306015001), thence along parcel (LV NUMBER 14306004?) until it meets Marshalls Hall Pen P.C.R; Northerly and easterly along Marshalls Hall Pen P.C.R till it meets Eden Street; Easterly along Eden Street till it meets New Green Road; Northerly along New Green Road till it meets the intersection of Clarks Town Road and thence southerly along Clarks Town Road till it meets the JPS

FIRST SCHEDULE, *contd.*

High Tension wire; South-easterly along this wire to a point opposite Kendal Road; southerly from this point in a straight line to the (STATIN NW 47) Winston Jones Highway; South-easterly along the Winston Jones Highway to where it meets Kendal Road; North-easterly along Kendal Road to where it meets the Alcan bauxite access road at the overhead bridge; thence south-easterly along this road to where it meets a track in the Woodlands; Thence south-easterly along this track to where it meets the Winston Jones Highway; Thence, north-easterly along Winston Jones Highway to the starting point where the Winston Jones Highway meets the Mandeville/Williamsfield Main Road.

Christiana Local Planning Area

Starting from the point where the Christiana to Lorrimers Main Road meets a bridle track beside Mr. Brown's house; thence easterly along this track to where it meets Silent Hill Parish Council Road; thence south-easterly along this parish council road to where it meets the Blue Hole River (a tributary of Cave River); thence south-easterly along Blue Hole River to where it crosses the Manchester Clarendon Parish Boundary; thence south-easterly along the parish boundary to the Clarendon Parish Council Road; thence north-westerly along the parish council road to where it meets a track at a deep bend; then north-westerly along this track to meet Richmond Parish Council Road; thence south-westerly along Richmond Parish Council Road to where it meets a track opposite Bertram William's premises; thence south-westerly along the Christiana to Walderston Main Road; thence generally northerly, north-westerly, northerly along this main road to meet the Devon to Caines Shop Secondary Road; thence generally northerly, north-easterly along this secondary road to where it meets a secondary road leading from this road to Christiana; thence generally north-westerly, northerly along this road to meet the Knowsley Park Parish Council Road; thence south-easterly along this parish council road; thence south-easterly along this parish council road to where it meets the Broad Leaf Bridle Track; thence northerly along this bridle track to where it meets the Struan Castle Bridle Track; thence north-westerly along this track to where it meets the Knowley Park Bridle Road; thence south-easterly along this bridle road to where it meets the Christiana to Lorrimers Main Road; thence northerly along this main road to the starting point.

Porus Local Planning Area

Starting at a point where the Old Porus Main Road cross the Manchester Clarendon Boundary; thence south-easterly along the boundary for a short distance to Berrydale P.C.R; thence south-westerly along this P.C.R to where it meets the railway line. North-easterly along the railway line to a point where it meets the premises with valuation number 16605009008; thence southeasterly along this premises to meet Dawkins Track in woodlands; North-easterly along

FIRST SCHEDULE, *contd.*

this track (unpaved road) to where it peters out opposite to Parchment premises with land valuation number 16605003031. South-westerly and along this boundary to where it meets a tracks; North-easterly along the track and south-westerly along the Dawkins Boundary to meet Dawkins Track; North-westerly along this track to where it meets the Porus/Harmons Road; South-westerly along this road to meet Acre Street at Church of the Nazarene (land valuation #: 16604008011); North-westerly along this street to and along a track to meet the railway line; South-westerly then north-westerly along the railway line to a point. South-westerly of Alcan's pumping station on the Williamsfield/Porus Main Road; North-easterly from this point in a straight line onto the Williamsfield/Porus Main Road; North-easterly from this point in a straightline to the power transmission line at the eastern boundary; thence south-easterly along this power transmission line to where it crosses Lindo Street; Northerly and along Lindo Street to where it meets bottom Coffee Grove P.C.R. North-easterly along this P.C.R to where it meets a track; thence North-westerly and along this track to the blue mountain/Coffee Grove P.C.R.; North-easterly along this P.C.R. to the Manchester/Clarendon parish boundary. South-easterly along this parish boundary to where it meets the Porus/May Pen Main Road; thence easterly and along this main road to meet the starting point

Newport Local Planning Area

Starting from the point where the Newport/Pratville Secondary Road meets the Blenheim Town/Salmon Town Parish Council Road; thence southerly and south-easterly along this P.C.R. to where it meets Valuation Number 18404017001 southern property boundary; thence westerly and south-westerly in a straight line along several property boundaries to meet Valuation Number 20301007003 southern boundary; thence westerly and north-westerly along this boundary to meet an unnamed road; thence westerly along this road to meet Valuation Number 18404017033 southern boundary; thence westerly along this parcel boundary to meet Valuation Number 18404017034 southern boundary; thence westerly and north-westerly along this property boundary to meet Valuation Number 18404017035; thence north-westerly along this boundary where it insects the southern property boundary of Valuation Number 18404017; thence westerly in straight line along several property boundaries to meet Valuation Number 18404018 southern boundary; thence westerly and south-westerly along this boundary to where it meets Rest Store/Newport Secondary Road; thence south and along this secondary road to meet the Chippenham Property Road; thence westerly and along this property road where it meets Valuation Number 18306010013 eastern property boundary; thence northerly and north-westerly along this property boundary to where it meets Valuation Number 18306009 southern property boundary; thence north-westerly and northerly along this boundary to where it meets a track; thence northerly and north-westerly along this to where it meet the Providence/Knockpatrick Parish Council Road to meet Newport/Cedar Grove

FIRST SCHEDULE, *contd.*

Secondary Road; thence southerly and along this secondary road to where it meets Knockpatrick District Road; thence south-easterly and along Knockpatrick District Road to where it meets Alpart's Haul Road; thence southerly and along Alpart's Haul Road to where it meets a private road (on Alpart Lands) leading to the Newfield/Bottom Patrick Parish Council Road; thence easterly and along this P.C.R. to where it meets an unnamed road at Valuation Number 18404021112; thence south-easterly and along this unnamed road to where it meets a second road at Valuation Number 18404021050; thence south-easterly and along this road to a road junction at the western end of Valuation Number 18404021031; thence easterly from this point in a straight line to the western boundary of Valuation Number 18405008040; thence easterly along this property boundary to where it meets a road leading to the Heathfield/Pear Tree Parish Council Road; thence southerly along this P.C.R. to where it meets the Newport/Pratville Secondary Road; thence westerly and along this secondary road to the starting point.

Mile Gully Local Planning Area

Starting from the point where the Heartease P.C.R. intersects with the Inglewood P.C.R and the Green Land P.C.R.; thence north-westerly and along the Green Land P.C.R to where it meets a parcel with Land Valuation Number 12302009001; thence north-easterly and northerly along the eastern boundary of this parcel to where it meets the Oxford/Mile Gully Main Road; thence south-easterly and along the Oxford/Mile Gully Main Road to where it meets the Mile Gully/Devon Secondary Road; thence north-easterly and along the Mile Gully/Devon secondary road to where it meets the southern boundary of a parcel registered Land Valuation Number 12303021035 at the intersection of Ballynure/Mile Gully secondary road and the New Pond Road; thence easterly and along this parcel's southern boundary to meets the northern boundary of a parcel registered at Land Valuation Number 12303021029; thence easterly and along this parcel's northern boundary to meet another parcel registered at Land Valuation Number 12303021001, thence easterly and along the northern boundary of this parcel to where it meets the Mile Gully/Devon secondary road; thence southerly and along the Mile Gully/Devon Secondary road to where it meets the Lichfield P.C.R.; thence south-easterly along the Lichfield P.C.R. to where it meets the Grove Place/Lichfield P.C.R.; thence southerly and along the Grove Place to Lichfield P.C.R. to where it meets the Mile Gully/Kendal Main Road opposite Grove Place Farm; thence easterly then northerly and along the Mile Gully/Kendal Main Road to where it meets the Shield Bush P.C.R.; thence south-westerly and along the Shield Bush P.C.R. to where it meets the John's Hall/Mile Gully Secondary Road; thence north-easterly along the John's Hall/Mile Gully Secondary road for a short distance to meet the Heartease P.C.R.; thence north-westerly and along the Heartease P.C.R to the starting point at the intersection of the Heartease P.C.R., Inglewood P.C.R. and the Green Land P.C.R.

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

Starting from the point where Chantilly/Content P.C.R. meets Kendal to Williamsfield Main Road; thence north-easterly and along the Chantilly/Content P.C.R. to meet the Napierston P.C.R.; thence easterly and along Napierston P.C.R. to meet Chantilly/Bellefield P.C.R.; thence southerly along the Chantilly/Bellefield P.C.R. for a short distance to meet the Bellefield/Williamsfield P.C.R.; thence southerly along the Bellefield/Williamsfield P.C.R. to meet Blue Mountain P.C.R. (opposite Bellefield High School); thence south-easterly and along this P.C.R. to meet Shoot Track; thence south-westerly and along Shoot Track to meet Williamsfield/Porus Main Road; thence southerly in a straight line to meet the railway line; thence westerly in a straight line to meet the eastern boundary of the drain at the Melrose Housing Scheme boundary; thence southerly then north-westerly along the Melrose Housing Scheme Road to where it meets the Melrose Mews Settlement Road; thence north-westerly along this road a Settlement Road; thence north-westerly and along this Settlement Road to where it meets Congo Town P.C.R; thence westerly along Congo Town P.C.R to where it meets the Put Me Through Track; thence westerly then northerly along this track to where it meets the Mandeville to Williamsfield Main Road; thence north-westerly and along the Mandeville to Williamsfield Main Road for a short distance to where it meets a parcel boundary with Volume and Folio 1159 and 230; northerly along the western boundary of this parcel to where it meets another parcel with Land Valuation Number 14405007022; thence northerly in a straight line along the western boundary of this parcel to where it meets another parcel with Land Valuation Number 14402003012; northerly along this parcel boundary to meet the Russel Place Blvd Bauxite Access Road; thence northerly along this access road to meet the Winston Jones Highway; thence westerly along the Winston Jones Highway to meet a parcel with Land Valuation Number 14404002001; thence northerly in a straight line through this parcel to meet the Bauxite Road; westerly then north-westerly along this bauxite access road to meet a Track; northerly then easterly along this Track to meet a parcel with Land Valuation Number 14404011031; thence northerly along the western boundary of this parcel to meet another parcel with Land Valuation Number 1440401100; northerly then easterly along the western and northern boundary of this parcel to meet the Bauxite Access road; north-westerly along this Bauxite Access Road to meet the railway line; thence south-easterly and along the railway line to where it meets the Mandeville to Kendal Secondary Road; thence north-easterly along this secondary road to where it meets the Kendal to Mile Gully Main Road; thence south-easterly along the Kendal to Mile Gully Main Road for a short distance to where it meets the Kendal to Williamsfield Main Road; thence south-easterly and along the Kendal to Williamsfield Main Road to the starting point where this road meets the Chantilly/Content P.C.R.

FIRST SCHEDULE, *contd.**Cross Keys Local Planning Area*

Starting from the point where the Woodlands/Smithfield P.C.R. meets the Cross Keys/Warwick secondary road; westerly, southwesterly and along this secondary road to where it meets the Cocoa Walk P.C.R.; south-westerly and along this P.C.R. passing canoe valley P.C.R. to meet the Marlie Hill/Cross keys P.C.R.; north-easterly and along this P.C.R. to meet the Coco Walk—Resource P.C.R. westerly along this P.C.R. to meet a track along this track to meet the great valley property road; north-westerly and along this property road to where it meets the Rowes Corner/Cross Keys Secondary Road at Great Valley Gate; north-easterly and along this secondary road to where it meets Ainsley Road in Broughton; north-westerly and along Ainsley Road to where it meets Curphey home private road at Curphey Home; north-easterly and along this private road to where it meets the Rudds Corner/Cross Keys Secondary Road at Curphey Gate; south-easterly and along this secondary road to where it meets Heartease/Salmon town P.C.R. at Heartease water catchment; north-easterly and along this P.C.R. to where it meets Woodlands/Smithfield P.C.R. opposite Justin Smith’s premises; north-easterly and along this P.C.R. to the starting point.

Pratville/Asia Local Planning Area

Starting from the point where Newport/Pratville Secondary Road meets the Hermitage/Frankfield P.C.R.; thence north-easterly and along the Hermitage/Frankfield P.C.R. to where it meets Farm P.C.R.; thence south-easterly along the Farm P.C.R. to meet the Rhooms P.C.R. thence north-easterly and along the Farm P.C.R. to meet the Manningsfield P.C.R; thence north-easterly and along the Manningsfield P.C.R. to meet the Hardy/Digley P.C.R; thence easterly along the Hardy/Digley P.C.R to where it meets Bridle Pratville Road; thence easterly and southerly along the Bridle Pratville Road to where it meets a parcel registered at Land Val# near the Pratville Primary School with Volume and Folio 956/122; thence southeasterly along this parcel boundary to the eastern boundary of the Pratville Primary and Infant school parcel with Volume and Folio 1065/1; thence westerly then southerly along the eastern boundary of this parcel to meet another parcel with Volume and Folio 972/103; thence southerly along this parcel to meet another with Land Valuation Number 20404014010; thence south-easterly along this parcel to meet another parcel with Volume and Folio 986/623; thence easterly along this parcel to meet another parcel with Land Valuation Number 20404015006; thence south-easterly along this parcel to meet another parcel with Volume and Folio 1075/581; thence south-easterly along this parcel to meet another parcel with Land Valuation Number 20404015018; thence easterly along this parcel to another parcel with Volume and Folio 1217/509 to meet the Pusey Hill/St. Jago Secondary Road; thence southerly and along this secondary road to where it meets the Pusey Hill/Restore Road; thence south-easterly and along this road to where it meets the Warwick/Pusey Hill Secondary Road in Pusey Hill; thence westerly and

FIRST SCHEDULE, *contd.*

along this secondary road to where it meets Sweetland Town Road; north-westerly and along this road to where it meets a track opposite Alfred Ellington's premises; north-westerly and along this track to meet the Newport/Pratville secondary road; north-westerly and along this secondary road to the starting point where it intersects with the Hermitage/Frankfield P.C.R.

Alligator Pond Local Planning Area

Starting from the point where the Bull Savannah to Spring Ground Secondary Road meets the Alligator Pond to Rowes Corner Secondary Road; thence northerly and south-easterly along this secondary road to where it meets the western boundary of Valuation Number 22202012007; thence southerly along this boundary where it intersects the western and southern property boundary; thence south-easterly in a straight line to where it intersects the western boundaries of Valuation Number 22202011067 and 22202011062; thence in a straight line from this point to where it meets a bridge and waterway at Alligator Pond to Milk River Secondary Road; thence southerly along this waterway to where it meets the sea coast; thence westerly along the sea coast to where it meets the St. Elizabeth/Manchester Parish Boundary (Alligator Pond River); then north-easterly and north-westerly along this parish boundary to where it meets the Bull Savanna to Spring Ground secondary road; thence south-easterly along this secondary road to the starting point.

SECOND SCHEDULE

(Paragraph 5)

Use Classes Order

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

Class 1—Shops

Use for all or any of the following purposes:—

- (a) as a shop;
- (b) for the retail sale of goods to the public other than hot food;
- (c) as a post office;
- (d) for the sale of tickets or as a travel agency;
- (e) for the sale of sandwiches or other cold food for consumption off the premises;
- (f) for 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; or
- (l) as an internet café;

Class 2—Financial and Professional Services

Use for the provision of:—

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

SECOND SCHEDULE, *contd.*

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

Class 3—*Restaurants and Cafes*

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

Class 4—*Drinking Establishments*

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

Class 5—*Hot Food Takeaway*

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

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.

SECOND SCHEDULE, *contd.*Class 10—*Residential Institutions*

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

Class 11—*Secure Residential Institution*

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

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 crèche, 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.

SECOND SCHEDULE, *contd.*Class 14—*Assembly and Leisure*

Use as:

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

THIRD SCHEDULE

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 Development is not permitted if—

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

THIRD SCHEDULE, *contd.*

- (ii) 15.24 metres, whichever is the nearest to the 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 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

THIRD SCHEDULE, *contd.*

- (ii) non-opening unless the opening parts are more than 1.7 metres above the floor of the room in which they are located;
- (c) where the enlarged portion has more than a single storey, the roof pitch of the extension should be the same as the original dwelling house as much as possible.

Interpretation of
Class A

For the purpose of Class A—

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

Class B

Permitted
Development

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

Development
not permitted

- B. 1 Development is not permitted if—
 - (a) any part of the dwelling house would as a result of the works, exceed the height of the highest part of the existing roof;
 - (b) any part of the dwelling house would, as a result of the works extend beyond the plane of any existing roof slope which fronts any highway;

THIRD SCHEDULE, *contd.*

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

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

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

THIRD SCHEDULE, *contd.*

- (ii) other than in the case of an enlargement which joins the original roof to the roof of a rear or side extension it is not extended 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:—

- (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—

- (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 Development is not permitted if—
- (a) it relates to a dwelling or a satellite antenna;
 - (b) any part of the buildings or enclosure to be constructed or provided would be nearer to any highway which bounds the curtilage than—
 - (i) the part of the original dwelling house nearest to that highway; or
 - (ii) 15.24 metres whichever is nearer to the highway;
 - (c) where the building to be constructed or provided would have a cubic content greater than 10 cubic metres, any part of it would be within 5 metres of any part of the dwelling house;
 - (d) the height of that building or enclosure would exceed—
 - (i) 3.66 metres, in the case of a building with a ridged roof; or
 - (ii) 3 metres, in any other case;
 - (e) the total area of ground covered by buildings or enclosures within the curtilage (other than the original dwelling house) would exceed 50% of the total area of the curtilage (excluding the ground area of the original dwelling house); or

THIRD SCHEDULE, *contd.*

	(f)	in the case of land within the curtilage or a listed building, it would consist of the provision, alteration or improvement of a building with a cubic content greater than 10 cubic metres.
Interpretation of Class E	E.2	for the purpose of Class E purpose incidental to the enjoyment of the dwelling house as such, includes the keeping of poultry, bees, pet animals, birds or other livestock for the domestic needs or personal enjoyment of the occupants of the dwelling house where the dwelling house is located in a rural area.
Class F		
Permitted Development	F.	The provision within the curtilage of a dwelling house of a hard surface for any purpose incidental to the enjoyment of the dwelling house as such.
Class G		
Permitted Development	G.	The installation, alteration or replacement of a satellite antenna on a dwelling house or within the curtilage of a dwelling house.
Development not permitted	G.1	Development is not permitted if—
	(a)	the size of the antenna (excluding any projecting feed element, reinforcing rim, mounting and brackets) when measured in any dimension would exceed—
	(i)	45 centimetres in the case of an antenna to be installed on a chimney;
	(ii)	70 centimetres in any other case;
	(b)	the highest part of an antenna to be installed on a roof or a chimney would, when installed, exceed in height—
	(i)	in the case of an antenna to be installed on a roof, the highest part of the roof;

THIRD SCHEDULE, *contd.*

- (ii) in the case of an antenna to be installed on a chimney, the highest part of the chimney;
 - (c) there is any other satellite antenna on the dwelling house or within its curtilage;
- Conditions
 - G2 Development is permitted by Class G subject to the following conditions—
 - (a) an antenna installed on a building shall, so far as practicable, be sited so as to minimise its effect on the external appearance to the building;
 - (b) an antenna no longer needed for the reception or transmission of microwave radio energy shall be removed as soon as reasonably practicable.
- Interpretation of Part 1
 - 1. For the purposes of Part 1—
 - “existing building” means the dwelling house as enlarged, improved or altered, taking into account any enlargement, improvement or alteration to the original dwelling house, whether permitted by this Part or not.

PART 2—*Minor Operations*

- Class A
 - Permitted Development
 - A. The erection, construction, maintenance, improvement or alteration of a gate, fence, wall or other means of enclosure.
 - Development not permitted
 - A.1 Development is not permitted if—
 - (a) the height of any gate, fence, wall or means of enclosure erected or constructed adjacent to a highway used by vehicular traffic would, after the carrying out of the development, exceeds 1.22 metres above ground level;

THIRD SCHEDULE, *contd.*

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

Class B

Permitted
Development

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

Class C

Permitted
Development

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

Development
not permitted

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

Interpretation

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

General Note

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

THIRD SCHEDULE, *contd.*

CLASS D

Permitted
Development

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

Development
not permitted

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

CLASS E

Permitted
Development

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

Development
not permitted

- E.1. Development is not permitted if:—
- (a) the building on which the camera would be installed, altered or replaced is a scheduled national monument;
 - (b) the dimensions of a camera including its housing exceed 0.75 metres by 0.25 metres by 0.25 metres;

THIRD SCHEDULE, *contd.*

- (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.

E.3 For the purposes of Class E—

Interpretation
of Class E

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

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

General Note

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

THIRD SCHEDULE, *contd.*PART 3—*Development by Local Authorities*

Class A

Permitted
Development

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

Class B

Permitted
Development

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

PART 4—*Temporary Buildings and Uses*

Class A

Permitted
Development

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

Development
not permitted

- A. 1 Development is not permitted if—
- (a) the operations referred to are mining operations; or

THIRD SCHEDULE, *contd.*

	(b) planning permission is required for those operations but is not granted or deemed to be granted.
Conditions	A. 2 Development is permitted subject to the conditions that, when the operations have been carried out—
	(a) any building, structure, works, plant or machinery permitted by this Class shall be removed; and
	(b) any adjoining land on which development permitted by this Class has been carried out shall as soon as reasonably practicable, be reinstated to its condition before that development was carried out.
Class B	
Permitted Development	B. The use of any land for any purpose for not more than 28 days in total in any calendar year, of which not more than 14 days in total may be for the purpose of the holding of a market or motor car and motor cycle racing including trials of speed and practicing for the activities and the provision on the land of any moveable structure for the purposes of the permitted use.
Development not permitted	B.1 Development is not permitted if—
	(a) the land in question is a building or is within the curtilage of a building; or
	(b) the land is, or is within, an area of special scientific interest and the use of the land is for—
	(i) motor car and motor cycle racing or other motor sports;
	(ii) clay pigeon shooting; and
	(iii) any war game.
Interpretation of Class B	B.2 “war game” means an enacted, mock or imaginary battle conducted with weapons which are designed not to injure (including smoke bombs,

THIRD SCHEDULE, *contd.*

or guns or grenades which fire or spray paint or are otherwise used to mark other participants), but excludes military activities or training exercises organized by or with the authority of the Jamaica Defence Force.

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:—
- (a) the land is more than one hectare;
 - (b) the land will be used for overnight accommodation;
 - (c) the land or site is within a safety hazard area;
 - (d) the land or building is a schedule monument or listed building;

Conditions

- C. 2 Development is permitted subject to the condition of 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.

THIRD SCHEDULE, *contd.*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
- (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.

THIRD SCHEDULE, *contd.*

Development not permitted	<p>B.1 Development is not permitted if—</p> <ul style="list-style-type: none"> (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.
Conditions	<p>B.2 Development is permitted subject to the following:—</p> <ul style="list-style-type: none"> (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	<p>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.</p>
CLASS C	
Permitted Development	<p>C. Development consisting of:—</p> <ul style="list-style-type: none"> (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	<p>C.1 Development is not permitted if the cumulative area of hard ground coverage would exceed 50 square metres.</p>

THIRD SCHEDULE, *contd.*

Conditions	C.2 Development is permitted subject to:—
	(a) where there is a risk of ground water contamination the hard surface is not made of porous material; and
	(b) in all other cases the hard surface is made of porous material; or
	(c) provision is made to direct run-off from hard surface to a permeable or porous area within the curtilage of a building.
CLASS D	
Permitted Development	D. The erection, extension or alteration of an industrial building or warehouse.
Development not permitted	D.1 Development is not permitted if:—
	(a) the gross floor space of any new building erected would exceed 200 square metres;
	(b) the gross floor space of the original building would be exceeded by more than 50% or 1,000 square metres;
	(c) the height of building as extended or altered would exceed the height of the existing building;
	(d) the development would lead to a reduction in the parking or turning of motor vehicles; or
	(e) any part of it would be within 5 metres of any boundary of the curtilage of the premises.
Conditions	D.2 Development is permitted subject to:—
	(a) the proposal being within the curtilage of an existing industrial building or warehouse; or
	(b) any building erected, extended or altered is only to be used for industrial purposes in the case of an industrial

THIRD SCHEDULE, *contd.*

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.

CLASSE

Permitted
Development

- E Development consisting of the provisioning of a
hard surface within the curtilage of an industrial
building or warehouse to be used by the activity or
the replacement in whole or in part of such a surface.

Development
not permitted

- E. 1 Development would not be permitted if it would be
in the curtilage of listed building or heritage site.

Conditions

- E. 2 If there is a risk of ground water pollution, the hard
surface must not be made of porous material, however,
in all other cases it is to be made of porous material
or provision is to be made to direct the run-off to a
porous area or surface within the curtilage of the
site.

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:—
- (a) if the cumulative gross floor space of
any building erected, extended or
altered would exceed—
- (i) 25% of the gross floor
space of the original
building; or
- (ii) 100 square metres,
whichever is less.

THIRD SCHEDULE, *contd.*

		<ul style="list-style-type: none"> (b) if any part of the development would be within 5 metres of the curtilage of the site; (c) if as a result of the development any land used as a playing field up to five years before the commencement of the development could no longer be used as such; (d) if the height of the building when extended or altered would increase the height of the existing building; (e) unless the predominant use of the buildings on site is for the provision of education and medical or health services respectively.
Conditions	F.2	Development is permitted subject to the following conditions:— <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

THIRD SCHEDULE, *contd.*

- (b) any land used as a playing field any time before the development commenced could no longer be so used.

Conditions

G2 Development is permitted subject to the following:—

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

PART 5—*Agricultural Buildings and Operations*

Class A

Development on units 2.0 hectares or more.

Permitted
Development

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

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

Development
not permitted

A.1 Development is not permitted if—

- (a) the development would be carried out on a separate parcel of land forming part of the unit which is less than 0.4 hectare in area;
- (b) it would consist of, or include, the erection, extension or alteration of a dwelling;
- (c) it would involve the provision of a building, structure or works not designed for agricultural purposes;

THIRD SCHEDULE, *contd.*

- (d) the ground area which would be covered by—
 - (i) any works or structure (other than a fence) for accommodating livestock or any plant or machinery arising from engineering operations; or
 - (ii) any building erected or extended or altered by virtue of this Class, would exceed 465 square metres, calculated as described in paragraph D.2 below;
- (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.

THIRD SCHEDULE, *contd.*

Conditions

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

- (a) where development is carried out within 400 metres of the curtilage of a protected building, any building, structure, excavation or works resulting from the development shall not be used for the accommodation of livestock except in the circumstances described in paragraph D.3 or for the storage of slurry or sewage sludge;
- (b) where the development involves—
 - (i) the extraction of any mineral from the land; or
 - (ii) the removal of any mineral from a mineral-working deposit, the mineral shall not be moved off the unit;
- (c) Waste materials shall not be brought onto the land from elsewhere for deposit except for use in works described in Class A (a) or in the creation of a hard surface and any materials so brought shall be incorporated forthwith into the building or works in question.

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

- (i) the erection, extension or alteration of a building;
- (ii) the formation or alteration of a private way;
- (iii) the carrying out of excavations of the deposit of waste material (where the relevant area, as defined in paragraph D.4 below exceeds 0.5 hectares); or

THIRD SCHEDULE, *contd.*

- (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 siting and appearance of the tank, as the case may be;
 - (b) the application shall be accompanied by a written description of the proposed development and of the materials to be used and a plan indicating the site;
 - (c) the development shall not be begun before the occurrence of one of the following—
 - (i) the receipt by the applicant from the local planning authority of a written notice of their determination that such prior approval is not required;

THIRD SCHEDULE, *contd.*

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

THIRD SCHEDULE, *contd.*

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;

- (d) (ii) the applicant shall not be treated as not having complied with the requirements of sub-paragraph (i) if the site notice is, without any fault or intention of his, removed, obscured or defaced before the period of 21 days referred to in that sub-paragraph has elapsed, if he has taken 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;
- (c) the height of any replacement plant or machinery would exceed that of the plant or machinery being replaced; or

THIRD SCHEDULE, *contd.*

	(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	<p>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.</p> <p>B.6 Development is permitted by Class B (f) subject to the following conditions—</p> <p>(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</p> <p>(b) that the height of the surface of the land will not be materially increased by the deposit.</p>
Class C	Mineral Working for Agricultural Purposes.
Permitted development	C. The winning and working on land held or occupied with land used for the purposes of agriculture of any mineral reasonably necessary for agricultural purposes within the agricultural unit of which it forms part.
Development not permitted	C.1 Development is not permitted by Class C if any excavation would be made within 15.24 metres of a metalled part of a trunk or classified road.
Condition	C.2 Development is permitted by Class C subject to the condition that no mineral extracted during the course

THIRD SCHEDULE, *contd.*

of the operation shall be moved to any place outside the land from which it was extracted, except to land which is held or occupied with that land and is used for the purposes of agriculture.

Interpretation
of Part 5

D. 1 For the purposes of Part 5—

“agricultural land” means land which, before development permitted by this Part is carried out, is land in use for agriculture and which is so used for the purposes of a trade or business, and excludes any dwelling house or garden;

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

(a) any dwelling or other building on that land occupied for the purpose of farming the land by the person who occupies the unit; or

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

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

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

“livestock” includes fish or shellfish which are farmed;

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

(i) a building within the agricultural unit;

THIRD SCHEDULE, *contd.*

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

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

THIRD SCHEDULE, *contd.*

- (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;
- (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

THIRD SCHEDULE, *contd.*

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 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

THIRD SCHEDULE, *contd.*

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

THIRD SCHEDULE, *contd.*

- ning 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;
- (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;

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 need be, replacement;
- (e) the development shall, except to the extent that the local planning authority otherwise agree in writing, be carried out—
 - (i) where prior approval is required, in accordance with the details approved;
 - (ii) where prior approval is not required, in accordance with the details submitted with the application;
- (f) the development shall be carried out—
 - (i) where approval has been given by the local planning authority, within a period of two years from the date on which approval was given, failing which the applicant has to reapply,
 - (ii) in any other case, within a period of two years from the date on which the local planning authority was given the information

THIRD SCHEDULE, *contd.*

referred to in sub-
paragraph (b).

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

Interpretation

A.3 For the purposes of this class—

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

“site notice” means a notice containing—

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

THIRD SCHEDULE, *contd.*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 and highways which are not maintainable at the public expense.

PART 8—*Repairs to Services*

CLASS A

Permitted development

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

General Note:

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

PART 9—*Aviation Development*

CLASS A

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;

THIRD SCHEDULE, *contd.*

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

(2) Development falls within this paragraph if—

- (a) it is urgently required for the efficient running of the airport; and
- (b) it consists of the carrying out of works, or the erection or construction of a structure or of an ancillary building, or the placing on land of equipment, and the works, structure, building, or equipment, do not exceed 4 metres in height or 200 cubic metres in capacity.

Class B

Air navigation development at an airport.

THIRD SCHEDULE, *contd.*

Permitted
development

- B. The carrying out on operational land within the perimeter of a relevant airport by a relevant airport operator or its agent of development in connection with—
- (a) the provision of air traffic control services;
 - (b) the navigation of aircraft using the airport; or
 - (c) the monitoring of the movement of aircraft using the airport.

Class C

Air Navigation development near an airport.

Permitted
development

- C. The carrying out on operational land outside but within 8 Kilometres of the perimeter of a relevant airport by a relevant airport operator or its agent, of development in connection with—
- (a) the provision of air traffic control services;
 - (b) navigation of aircraft using the airport; or
 - (c) the monitoring of the movement of aircraft using the airport.

Development
not permitted

- C. 1 Development is not permitted by Class C if—
- (a) any building erected would be used for a purpose other than housing equipment used in connection with the provision of air traffic control services, 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

THIRD SCHEDULE, *contd.*

apparatus is replaced, the height of that mast, antenna or apparatus if greater.

Class D	Development by Civil Aviation Authority within an airport.
Permitted development	<p>D. The carrying out by the Civil Aviation Authority or its agents, within the perimeter of an airport at which the Authority provides air traffic control services, of development in connection with—</p> <ul style="list-style-type: none"> (a) the provision of air traffic control services; (b) the navigation of aircraft using the airport; or (c) the monitoring of the movement of aircraft using the airport.
Class E	Development by Civil Aviation Authority for air traffic control and navigation.
Permitted development	<p>E. The carrying out on operational land of the Civil Aviation Authority by the authority or its agents of development in connection with—</p> <ul style="list-style-type: none"> (a) the provision of air traffic control services; (b) the navigation of aircraft; or (c) monitoring the movement of aircraft.
Development not permitted	<p>E.1 Development is not permitted by Class E if—</p> <ul style="list-style-type: none"> (a) any building erected would be used for a purpose other than housing equipment used in connection with the provision of air traffic control services, 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

THIRD SCHEDULE, *contd.*

would exceed 15 metres in height, or where an existing mast, antenna or apparatus is replaced, the height of that mast, antenna or apparatus if greater.

Class F	Development by the Civil Aviation Authority in an emergency.
Permitted development	F. The use of land by or on behalf of the Civil Aviation Authority in an emergency to station moveable apparatus replacing unserviceable apparatus.
Condition	F. 1 Development is permitted by Class F subject to the condition that on or before the expiry of a period of 6 months beginning with the date on which the use began, the use shall cease, and any apparatus shall be removed, and the land shall be restored to its condition before the development took place, or to any other condition as may be agreed in writing between the local planning authority and the developer.
Class G	Development by the Civil Aviation Authority for air traffic control, <i>etc.</i>
Permitted development	G. The use of land by or on behalf of the Civil Aviation Authority to provide service and facilities in connection with— <ul style="list-style-type: none"> (a) the provision of air traffic control services; (b) the navigation of aircraft; or (c) the monitoring of aircraft; and the erection or placing of moveable structures on the land for the purpose of that use.
Condition	G. 1 Development is permitted by Class G subject to the condition that, on or before the expiry of the period of 6 months beginning with the date on which the use began, the use shall cease, and any structure shall be removed, and the land shall be restored to its condition before the development took place, or

THIRD SCHEDULE, *contd.*

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

THIRD SCHEDULE, *contd.*

Airports Authority of Jamaica, its subsidiaries or agencies.

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

General Note:

This Part grants permission for development by:

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

PART 10—*Telecommunications Operations*

CLASS A

Permitted development

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

Development not permitted

- A.1 Development not permitted by Class A.
 - (a) Cellular towers/masts and mono poles that are being placed in residential areas, schools and hospitals;

THIRD SCHEDULE, *contd.*

- (b) the cellular tower/mast and mono poles that are being located in areas of scenic beauty, protected buildings, national monuments, conservation and or protected areas and sites protected under the Jamaica National Heritage Trust Act and the Town and Country Planning Act.

Conditions

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

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

FOURTH SCHEDULE

FORM A

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

Your application dated _____
(insert date)

for development at _____
(insert address)

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

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

FORM B

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

To be Endorsed on Notices of Decision

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

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

FOURTH SCHEDULE, *contd.*

FORM C

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

Name of Applicant: _____

Address: _____

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

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

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

FIFTH SCHEDULE*The Plan*

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

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

SECTION 1—*The Planning Framework*

STATEMENTS

Manchester Parish Area Development Order Area

The parish of Manchester is located in south-central Jamaica in the county of Middlesex at a latitude 18.0670° N, and longitude 77.5161° W. The parish has a land area of 830 km², making it Jamaica's sixth largest parish. It is bounded by the parish boundary of Clarendon to the east, St. Elizabeth to the west, Trelawny and St. Ann to the north, and the Caribbean Sea to the south. A detailed description of the boundaries is outlined in the first schedule and delineated on Map 1 attached hereto.

HISTORY

The hilly parish of Manchester came into being on December 13, 1814, and was formed from parts of St. Elizabeth, Clarendon and Vere. It was named in honour of the then Governor of Jamaica, the Duke of Manchester.

In the beginning of the 19th Century- November 29, 1814- the residents of Mile Gully, May Day and Carpenters Mountain petitioned the Assembly for the establishment of a new parish with a town capital that would provide for their religious, civic and judicial needs. The coffee growers of the area found themselves isolated from the capitals of the surrounding parishes of Vere, Clarendon and St. Elizabeth. They pointed out that the nearest parochial and public buildings were 40 miles away and there was no church. Prior to the petition made by residence these districts by law—Act 55 George III. C. 23—was constituted as a separate parish in 1814.

The parish capital, Mandeville, established in 1816 was named after the Governor's son, Viscount Mandeville. Mandeville's location is 2,061 feet above sea level in the centre of the parish.

FIFTH SCHEDULE, *contd.*

The town became both one of the four hill stations for the Army in Jamaica and a haven for English settlers who found it the closest place to home in Jamaica.

To this day the parish is known for producing coffee through the High Mountain Coffee Factory in Williamsfield. Other industries include the Pioneer Chocolate Factory in Williamsfield and the Pickapeppa Sauce factory in Shooter's Hill.

In 1942 Manchester was found to have one of the largest deposits of bauxite in the country. This discovery led to the growth Manchester's population of foreign experts—including those employed from Kingston—and in inevitably economic growth. The year 1957 saw the establishment of the Alcan Bauxite alumina mining company, which in the 1980's along with the Kaiser Bauxite Company employed over 3,000 persons. Hence the saying that Mandeville was the town that grew on bauxite.

Manchester is also known for the popular Kendal train wreck on September 1, 1957 which claimed the lives of approximately 200 people and injuring 600 to 700 passengers. Other historic sites in Manchester are the Taino Site in Alligator Pond, Marshall's Pen Great House, St. George Anglican (Duppy Church), Nazareth Moravian Church, St. Mark's Anglican Church, Mandeville Court House, Manchester Golf Course, and Roxborough, among others.

DEMOGRAPHY

In the 2001 population census for Jamaica, the parish of Manchester recorded a total population of approximately 185,783 persons which steadily grew to approximately 189,767 by 2011. This reflects an annual growth rate of approximately 1.02% during the period. Mandeville being the capital is the sole regional centre and continues to represent the largest urban centre at approximately 28.5 percent of the parish's population in 2011. The population projection for Manchester is expected to be approximately 193,857 persons in 2021; and to steadily grow to approximately 197,594 in 2030 at a growth rate of 0.2124%.

An analysis of the 2011 census data structure revealed that Manchester has a youthful population of approximately 50,251 persons which is approximately 27% of the total population and an elderly population of approximately 18,386 persons which is approximately 9.5%. Hence, the services provided must be allocated to facilitate current and future needs of the various age groups. This also indicate the potential supply of labour force which could be geared towards achieving growth and development in the parish.

FIFTH SCHEDULE, *contd.*

The dependency ratio for the parish gradually declined from approximately 67% in 2001 to approximately 54.2% in 2011. This indicates a reduction on the dependency of the productive population in Manchester.

Population Distribution and Density

Approximately 46.4% of the parish population resides within the local planning areas and the remaining 53.6% is dispersed in other rural settlement nodes within the parish. The three largest areas Mandeville, Christiana and Porus respectively accounts for approximately 71,282 persons which was 37.5% of Manchester's population in 2011. The population density varies throughout the parish with the density being highest in the urban areas.

The 2011 STATIN population census showed that in 2011, males accounted for 50.26% of the population whilst females accounts for 49.74% of the population.

Labour Force and Employment

In 2001, the parish had a labour force of 82,200 with the male population accounting for approximately 56.6%, and the female population accounting for approximately 43.3% . The 2011 STATIN population census shows the Order Area had a total labour force of 123,072 persons, in which males were the dominant sex, accounting for approximately 61% of the labour force.

NATURAL RESOURCES

Minerals

The Manchester Development Order Area has significant reserves of mineral deposits such as Bauxite and Whiting, approximately ninety (90) percent of which are bauxite. The mining of these bauxite deposit areas have contributed to the growth and economy of the parish. Currently bauxite mining is concentrated in the Mandeville Quarry Zone which includes Williamsfield as well as in the southern section of the parish mainly in Newport. Whiting is extracted on a smaller scale and is concentrated in northern Manchester, Dunsinaine, Spitzbergen, Mike Town, Chudleigh and Christiana.

Mining activities have severely scarred the landscape in some sections. Mining operators therefore need to be sensitized of the situation in order to minimize future visual impacts and to create sites for future development, where appropriate.

Water Resources

The water assets of Manchester 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

FIFTH SCHEDULE, *contd.*

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

There are a few scattered forested areas in the parish. Additionally, four areas in Manchester have been identified as conservation areas. These are located in the north, along the north-eastern section of the Manchester-Clarendon boundary, south-eastern of Spur Tree Hills and the entire south coast. The area in the north is karstic and forms the south-east tip of the Cockpit Country. The south coast area forms a significant portion of the proposed Canoe Valley National Park. This southern area is composed mainly of white limestone exhibiting karst topography, while the coastal strip is a wetland area extending up to 500m inland.

Coastal Features

The Manchester 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 parish has three mountain ranges, Carpenter's Mountain, May Day Mountain and Don Figuerero Mountain with the Carpenter's Mountain being the highest at 2,770 feet above sea level. Approximately ninety percent of the parish is characterised by limestone with mountainous areas in the north and beaches and wetlands along its coast.

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 with abundant sinkholes, caves and dry valley.

FIFTH SCHEDULE, *contd.**Land Capability*

The Order Area has an agricultural land capability ranging from Class II – IV with the majority falling in the Class IV range which is deemed marginal for cultivation but suitable for tree crops and pasture. Notwithstanding, agricultural activity is a dominant economic driver for sections of the parish.

Climatic Conditions

Manchester is known for its cool climate throughout the year with temperature which ranges from 12.7°C in December to a high of 33°C in July. The Order Area receives an average of 1,524 mm (60") of rainfall per year and has two distinct rainy periods, between the months of April to May and from September to November. The driest period occurs from November to March.

Drainage

There are several rivers located throughout that assist in surface drainage of the parish. These rivers are Alligator Hole River, Gut River, Hector's River, Two Rivers and Swift River. Surface drainage is evident in the extreme south of the parish and the extreme north-east near Christiana. However, most of the streams are seasonal and thus activities such as irrigation is very unlikely. Due to the limestone lithology sub-surface drainage is dominant. Consequently, access to piped water is an issue as only 38 percent of all households have piped water supply while the rest rely on tanks and other means of catchment.

CONSERVATION OF THE NATURAL AND BUILT ENVIRONMENT

Natural Environment

The unique natural environment of Manchester can be described as one of the most varied of all the parishes in Jamaica. It is largely consist of limestone plateau 380 to 915 metres (1,250 to 3,000 feet) above sea level, with shale mountains in the north, wetlands and beach on the coast and a sliver of the alluvial plain in the southeast. This elevation gives it a relatively cool climate year round, especially in the mountains.

The marine resource of the Order Area lies on the south coast of Jamaica between the Canoe Valley and Alligator Pond area. This is primarily characterized by wetlands and beaches with the wetlands separated from the sea by a narrow sand bar. Wetland communities are dominated by freshwater vegetation such as bulrush, but also host large areas of brackish to saline dominated flora like red,

FIFTH SCHEDULE, *contd.*

black and button mangrove trees. The wetland is known to support a plethora of species including water fowl, a variety of shore birds, manatees, crocodiles and sea turtles.

Established protected areas in the Order Area include the Alligator Pond, Gut River and Canoe Valley Game Reserve Manchester/Clarendon and the Reigate Game Reserve declared under the Wild Life Protection Act.

There are also seven (7) gazetted forest reserves declared under the Forests Act which include the New Forest, Troy, Oxford, Denham Farm, Virginia, Ramble and St. Jago Forest Reserve.

The Canoe Valley is an ecological sensitive area which has been identified for protection it is located in southern Manchester. This Canoe Valley is of particular importance towards fulfilling the forest habitat goals specifically for the dry alluvium forest, dry limestone forest, dry shale forest, very dry alluvium forest and very dry limestone forest.

Built Environment

There are several sites and buildings which are of particular beauty, architectural and historical significance in Manchester and which need to be protected. The Jamaica National Heritage Trust has declared eight (8) sites as national monuments. Buildings of Architectural and Historic Interest include the Greenvale Railway Station, New Broughton United, St. Mark's Anglican Church, Marlborough and Marshall's Pen Great House. Other monuments and historic sites include the Mandeville Court House which was built in 1817 and is one of the oldest buildings in Mandeville Square, and Roxborough which is a small community south of Mandeville town centre and the birthplace of the Right Excellent Norman Washington Manley, one of Jamaica's national heroes.

The urban form of Manchester consists mainly of single to 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.

ECONOMIC ACTIVITY

The main economic activities are bauxite mining, agriculture, financial and commercial businesses, fishing. On a smaller scale, there is also quarry mining.

FIFTH SCHEDULE, *contd.*

Approximately 90% of lands within Manchester are designated as Bauxite mining areas and produces bauxite yearly, through various mining companies.

Manchester produces a mixture of crops including citrus, bananas, Irish potato, and other ground provisions. Williamsfield in Manchester is known for producing coffee, as well as the production of chocolate through the Pioneer Chocolate Factory. Manchester is also known for producing Pickapeppa sauce at the factory located in Shooter's Hill.

In Alligator Pond, one of the most active fishing beaches in the Island, fishing is a pivotal aspect of the residents economic livelihood.

Limestone is extracted from the Somerset, Dunsinae and Chudleigh communities within Manchester. The operators within these areas are Somerset Quarry, S&G Limestone Ltd. and Marjoblac (2 sites) respectively. Small agate or Jasper deposits are located within the Trelawny- Manchester parish boundary. These minerals can be used as raw material for niche jewellery making.

TRANSPORTATION

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

Public Transportation

The public transportation system is made up of mainly taxis and mini-buses (licensed and unlicensed). There are public transportation centres located in the urban centres/towns of Mandeville, Christiana and Colleyville. Some of these facilities are in need of repair, proper informational and directional signage, markings and maps while others are underutilized.

Roads

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

Parking

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

FIFTH SCHEDULE, *contd.*

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

Railway Network

The railway linking Kingston and Montego Bay traverses the parish and is used extensively by the Bauxite Company for the conveyance of alumina and other materials required in the processing of bauxite. The Bauxite Companies have their own system of haulage roads which can be connected into the parish system when they are no longer of service to them.

Air and Sea

There is no major airport or ports within the Order Area however there are private airstrips are located within the Kirkvine, Silent Hill, Marlborough and Mandeville area.

MAJOR LOCAL PLANNING AREAS (GROWTH AREAS)

Mandeville is the Regional Centre and parish capital providing administrative and commercial functions. It is situated within the hilly regions, almost centrally located within the parish as well as the island. The pleasant climate engendered by an average elevation of approximately 618 metres above sea level has made it an attractive place especially for retirement. The town which was founded in 1814 when the parish was created has grown steadily since. It has several schools and the Bauxite Industry started here in 1942.

Christiana is the sub-regional centre for Manchester and is a complementary service centre to Mandeville. It is a fast growing town which is located in a farming community.

The other communities identified in the Settlement Strategy of the National Physical Plan 1978- 1998 are listed in Appendix 2 and their urban boundaries are shown on Map No. 1. The criteria used in the selection of these growth centres included physical size, the availability of facilities such as shops, schools, health centre etc.

VISION

The vision for the parish of Manchester as obtained from the Manchester Local Sustainable Development Plan 2030 and Beyond is one in which the citizens imagine a future where the parish is known as a great place to live, work, play and learn, with lively and attractive towns, strong communities and scenic areas.

FIFTH SCHEDULE, *contd.*

STRATEGY

The strategy of this Development Order establishes the main direction in which the future development of, and use of land in the parish is to take place and reflects the best general features which are necessary to secure a proper balance between the competing demands for land. It depends on the interaction of a vibrant economy which includes opportunities for the development of home industries and opportunities for women along with stable residential communities, a variety of service and leisure facilities, and a high quality environment. It is the guiding principle for the development of the objectives and policies herein, which will guide, development during the life of this “Order.”

The strategy for Manchester is to promote a balanced and successful multi-centered development pattern over a ten year period through the maintenance of economic vitality and diversity by fostering growth in the various sectors, depending on the availability of physical and social infrastructure, and the protection and enhancement of the quality and character of the environment.

PURPOSE OF THE ORDER

The intention of this Order is to make provision for the orderly and progressive development of the parish of Manchester and to enable the Manchester Municipal Corporation as the local planning authority, to regulate developments within the entire parish. No development will be permitted other than with the knowledge and consent of the local planning authority, except as falls within the categories defined in the Third and Fourth Schedule of this Order.

FORMAT OF THE ORDER

This portion of the document is divided into two sections. The first deals with the objectives and policies at the parish level and the second provides the guidelines and policies for local area development.

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

Part 1—The Citation, Interpretation, Notices, Schedules and other statutory matters.

Part 2—The Statements

The Statements is further divided into two Sections:

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

FIFTH SCHEDULE, *contd.*

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

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

HOW TO USE THE ORDER

(1) For information

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

(2) For Policy Identification

Sector Policies are identified by 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:—SP T 1

ACKNOWLEDGEMENTS

The Information and Data used in the preparation of this document were derived from a number of sources which are recognized in the Acknowledgements and Appendix.

OBJECTIVES

The following objectives provide a detailed framework within which policies are formulated and against which success of policy implementation can be evaluated qualitatively or quantitatively. They are listed sectorally to reflect the thinking

FIFTH SCHEDULE, *contd.*

behind the “Planning Strategy” and to establish the long term intentions of the local planning authority and the Authority which will guide them in their decision making process throughout the Development Order Area.

TRANSPORTATION

Transportation is a critical aspect in the development of the parish of Manchester, 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 by public transportation is provided by buses and route taxis. There is also a substantial increase in the private and public use of motor vehicles throughout the parish. 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.

- Obj. T1 To provide 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.
- 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.

FIFTH SCHEDULE, *contd.*

- 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 minimize 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 vehicle (EV) and associated mechanisms.
- Obj. T14 To adapt actions and strategies promoted in the Electric Vehicle Policy prepared by the relevant Ministry.

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 objectives are therefore as follows:

- 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 include 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.
- 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.

FIFTH SCHEDULE, *contd.*

- 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. 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 to:

The Natural Environment

- Obj. C1 Ensure that biological and geological diversity are conserved and enhanced as an integral part of social, economic and environmental development.
- Obj. C2 Ensure that development is sensitive to the preservation of the coastal, landscape and vegetative features of the Order Area.
- Obj. C3 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 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 Prevent any increased marine and coastal contamination and degradation which would adversely affect the tourism and fishing industries.
- Obj. C6 Preserve and develop recreation facilities, green spaces and seaside parks to adequately serve the population.
- Obj. C7 Support the replanting of forest for restoration of habitats, sustainable craft industries, protection of water supplies and reduction in sediment transport and debris flow.

FIFTH SCHEDULE, *contd.*

- Obj. C8 Protect areas of existing high landscape and amenity values and those that form an attractive background to urban areas, tourist development and scenic routes.
- Obj. C9 To identify areas of ecological importance for further protection.

The Built Environment

- Obj. C10 Protect the built environment from insensitive or inappropriate change.
- Obj. C11 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. C12 Provide special protection to areas of public or private open space identified within settlements as having particular amenity value.
- Obj. C13 Promote the enhancement of the built environment through the use of high standards of design and a careful choice of materials for all development.
- Obj. C14 Identify areas of historical importance for further protection.
- Obj. C15 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.
- Obj. C16 To ensure that consideration of multiple hazard such as flooding, earthquakes and storm surges is fully integrated in land use zoning and development proposals.

URBAN ECONOMY

The largest urban community in the parish is Mandeville which boasts a thriving and varied economic base. There is however opportunities for expansion within the service industry specifically the computer technology. In the smaller urban centres provision will be made to encourage the establishment of new and improved facilities to enhance the existing situation.

- Obj. UE1 To locate industrial sites in areas where they are near to existing infrastructure and social services.
- Obj. UE2 To encourage the location of industries which rely mainly on local raw materials near to the material sources.

FIFTH SCHEDULE, *contd.*

- Obj. UE3 To locate factory sites so that economic benefits are dispersed and the employment base of principal urban centres are diversified.
- Obj. UE4 To ensure that factories are established in areas where they complement other economic activities in their vicinity.
- Obj. UE5 To provide land that will ensure the balanced development of town centres with public and commercial activity areas.
- Obj. UE6 To reinforce and improve the urban centres throughout the parish, as vibrant areas possessing a focus on business, shopping, culture, leisure and entertainment.
- Obj. UE7 To increase employment opportunities and economic activities in the urban area through the establishment and expansion of manufacturing industries, tourism, commerce and service industries.
- Obj. UE8 To ensure that commercial, office, industrial and other lands and buildings will generate income and employment that are put to the best use possible.
- Obj. UE9 To increase access to jobs through improved facility for childcare, and training and retraining practices.
- Obj. UE10 To promote mixed-use development and improve integration between transport, economic development and other land uses.
- Obj. UE11 To zone lands that will ensure the balanced development of town centres with all types of land uses.
- Obj. UE12 To maintain and enhance the competitiveness of business including encouraging manufacturing, services, tourism, culture and the arts in Growth Centres.
- Obj. UE13 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. UE14 To identify lands for renewable energy development and improve integration with the national electricity grid.
- Obj. UE15 To promote the use of distributed energy generation and large-scale renewable energy generation for increased energy affordability and decarbonization of electricity sector.

RURAL ECONOMY

The rural economy of Manchester depends heavily agricultural activities. Unfortunately, these areas face many significant challenges as a result of the

FIFTH SCHEDULE, *contd.*

decline in agriculture and manufacturing. It is therefore imperative to facilitate and promote the development of opportunities needed for all residents to maintain a strong rural economy.

- Obj. RE1 To increase employment opportunities and economic activities in rural areas through the identification and allocation of lands for a variety of uses.
- Obj. RE2 To ensure that agricultural development caters to both the large and small farmers and that adequate provision is made for agro-industries.
- Obj. RE3 To protect rural farm land from non-productive land uses and incompatible activities.
- Obj. RE4 To prevent the fragmentation of large agricultural lots into smaller non-productive units.
- Obj. RE5 To prevent urban or semi-urban development encroaching onto productive farm land.
- Obj. RE6 To ensure that lands of high agricultural capability are used for agricultural purposes only.
- Obj. RE7 To disperse the economy and diversify the employment base through the protection of good agricultural lands and the provision of a range of sites and buildings that can be used for employment and training opportunities for everyone in the Community.
- Obj. RE8 To ensure that manufacturing establishments related to mining are located in close proximity to rural communities so that they can reap the economic benefits.
- Obj. RE9 To institute policies which encourage working at home and the location of working environment within easy access of public transportation.
- Obj. RE10 To maintain and enhance local shopping provision which cater for convenient and accessible shopping facilities and help sustain rural communities.
- Obj. RE11 To maintain and enhance the vitality, viability and character of town, local and village centre in rural areas.

MINERALS

Minerals are valuable, finite and non-renewable natural solid resources formed through geological processes and have specific physical properties and uses. The extraction of which can have positive or negative effects on the environment.

FIFTH SCHEDULE, *contd.*

While mineral resources should be protected from sterilization by urban and other development, it is also imperative that their extraction is carried out in a sustainable manner. Widespread and substantial deposits of bauxite occur at various locations throughout the parish and it is intended that these should not in any way be rendered incapable of extraction. There are also whiting deposits and the quarrying of marl is a contributor to the rural economy.

- Obj. M1 To ensure that all mining/quarrying activities are undertaken in an environmentally friendly and sustainable manner that will enhance rather than destroy the environment.
- Obj. M2 To safeguard lands of significant mineral wealth against encroachment by other uses or development that would prevent their exploitation.
- Obj. M3 To safeguard against all forms of pollution resulting from mining or quarrying activities, and to achieve satisfactory standards in the restoration and processing of mined out lands.
- Obj. M4 To regulate the mining industry and its sub sectors so as to ensure effective management of the environment, the promotion and adherence to best practices in health and safety standards.
- Obj. M5 To ensure that mining is undertaken in a way that will manage environmental impacts rather than destroy the environment.
- Obj. M6 To minimize adverse effects on communities, the landscape, wildlife and habitats during mineral extraction.
- Obj. M7 To protect areas of importance such as critical landscape or nature quality from inappropriate mineral development.

ENERGY GENERATION AND CONSERVATION

The efficient and sustainable generation of energy and its distribution is one of the most important factors in fostering a country's economic development. The national grid, which is the primary energy supplier for Manchester is highly dependent on imported oil, with limited use of renewable energy sources such as solar, hydro and wind. Long-term planning for the Manchester's energy sector must focus on strategies that facilitate the production of clean, renewable and affordable energy to satisfy the needs of the parish.

- Obj. E1 To ensure that the parish of Manchester has access to stable and adequate energy supplies which enhance its competitiveness and improve the quality of life of householders.
- Obj. E2 To promote energy efficiency and conservation practices.

FIFTH SCHEDULE, *contd.*

- Obj. E3 To facilitate the diversification of energy generation and supply, including the use of renewable energy.
- Obj. E4 To facilitate the reduction in greenhouse gas emissions through policies that will reduce fossil fuel demand and maximize energy efficiency in all sectors.
- Obj. E5 To ensure that new developments mitigate their impact on the environment through their siting, layout and through the design of energy efficient buildings.
- Obj. E6 To ensure that electricity is supplied in accordance with the settlement strategy for domestic, industrial and commercial needs where required.
- 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 Manchester 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.

RURAL ECONOMY

The rural economy of Manchester depends heavily agricultural activities. Unfortunately, these areas face many significant challenges as a result of the decline in agriculture and manufacturing. It is therefore imperative to facilitate and promote the development of opportunities needed for all residents to maintain a strong rural economy.

- Obj. RE1 To increase employment opportunities and economic activities in rural areas through the identification and allocation of lands for a variety of uses.
- Obj. RE2 To ensure that agricultural development caters to both the large and small farmers and that adequate provision is made for agro-industries.

FIFTH SCHEDULE, *contd.*

Obj. RE3	To protect rural farm land from non-productive land uses and incompatible activities.
Obj. RE4	To prevent the fragmentation of large agricultural lots into smaller non-productive units.
Obj. RE5	To prevent urban or semi-urban developments encroaching onto productive farm land.
Obj. RE6	To ensure that lands of high agricultural capability are used for agricultural purposes only.
Obj. RE7	To disperse the economy and diversify the employment base through the protection of good agricultural lands and the provision of a range of sites and buildings that can be used for employment and training opportunities for everyone in the Community.
Obj. RE8	To ensure that manufacturing establishments related to mining are located in close proximity to rural communities so that they can reap the economic benefits.
Obj. RE9	To institute policies which encourage working at home and the location of working environment within easy access of public transportation.
Obj. RE10	To maintain and enhance local shopping provision which cater for convenient and accessible shopping facilities and help sustain rural communities.
Obj. RE11	To maintain and enhance the vitality, viability and character of town, local and village centre in rural areas.

URBAN ECONOMY

The largest urban community in the parish is Mandeville which boasts a thriving and varied economic base. There is however opportunities for expansion within the service industry specifically the computer technology. In the smaller urban centres provision will be made to encourage the establishment of new and improved facilities to enhance the existing situation.

Obj. UE1	To locate industrial sites in areas where they are near to existing infrastructure and social services.
Obj. UE2	To encourage the location of industries which rely mainly on local raw materials near to the material sources.
Obj. UE3	To locate factory sites so that economic benefits are dispersed and the employment base of principal urban centres are diversified.

FIFTH SCHEDULE, *contd.*

Obj. UE4	To ensure that factories are established in areas where they complement other economic activities in their vicinity.
Obj. UE5	To provide land that will ensure the balanced development of town centres with public and commercial activity areas.
Obj. UE6	To reinforce and improve the urban centres throughout the parish, as vibrant areas possessing a focus on business, shopping, culture, leisure and entertainment.
Obj. UE7	To increase employment opportunities and economic activities in the urban area through the establishment and expansion of manufacturing industries, tourism, commerce and service industries.
Obj. UE8	To ensure that commercial, office, industrial and other lands and buildings will generate income and employment that are put to the best use possible.
Obj. UE9	To increase access to jobs through improved facility for childcare, and training and retraining practices.
Obj. UE10	To promote mixed-use development and improve integration between transport, economic development and other land uses.
Obj. UE11	To zone lands that will ensure the balanced development of town centres with all types of land uses.
Obj. UE12	To maintain and enhance the competitiveness of business including encouraging manufacturing, services, tourism, culture and the arts in Growth Centres.
Obj. UE13	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.

TOURISM

Manchester has five bathing beaches, several sites and buildings of particular beauty, history archaeological and architectural significance as well as several hotels and guest houses. Greater efforts have to be made in harnessing the parish's tourism potential for development. The rest of the parish presents verdant scenery which makes for incredible views and other adventure tours which appeal to the non-traditional tourist. There are several opportunities for further development of the tourism product in Manchester making it important

FIFTH SCHEDULE, *contd.*

that this activity be developed, protected and promoted. In this regard it will therefore be necessary to:

- | | |
|----------|--|
| Obj. TO1 | Facilitate the development of a diverse tourist industry while protecting the environment and fostering a desirable ecological balance in all areas. |
| Obj. TO2 | Make provisions for the development of a full range of tourist attractions that complement the landscape and enhance cultural heritage. |
| Obj. TO3 | 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 | Improve tourist facilities, amenities and support services that will encourage tourism development thereby maximizing the economic and employment benefits to the population. |
| Obj. TO5 | Transform small towns and villages into centres of vitality and interest through the integration of tourism development thereby creating a broader economic base. |

TELECOMMUNICATION

Communication technology has facilitate the transmission of information/data which is essential for the growth of the parish. The growth of this sector is expected to continue and as such the necessary assessments of new installations on the environment and to the visual amenity of the development order area will increase. It may become necessary to introduce a system of rationalization the installation of cellular base station, satellite dishes and antennae, et cetera.

- | | |
|-----------|---|
| Obj.TELE1 | To facilitate the installation of an effective telecommunications network in the Development Order Area that minimizes the adverse impacts to the community, and the natural and built environment. |
| Obj.TELE2 | To ensure that antennas and other facilities and apparatus used in telecommunications systems are located where they do not have adverse impact on the aesthetics of the surrounding areas. |
| Obj.TELE3 | To encourage the siting of these equipment away from public view and the sharing of facilities where possible. |
| Obj.TELE4 | To encourage the use of the Post Office and telegraphic services as a means of communication. |

FIFTH SCHEDULE, *contd.*

- Obj.TELE5 To safeguard the development rights of properties.
- Obj.TELE6 To encourage the sharing of outside facilities in any locality where this is possible.

SECTORAL POLICIES

The development of the Order Area will be guided by the policies outlined under the various thematic headings in this section of the document which are intended to protect all aspects of the environment, thereby improving the character and quality of life for the residents. They are not intended to restrict development but along with the “General Policies” will endeavour to promote resource sustainability throughout the Parish. Specific policies have been developed for the local planning areas as well and should be used along with these for Development Control.

TRANSPORTATION AND TRAFFIC

An efficient transportation system is fundamental for the conveyance of people and commodities both within and outside of the parish of Manchester. The parish is accessed by a network of roads leading from the parishes of St. Elizabeth and Clarendon via the South Coast Highway and also from other parishes such as Trelawny by the North Coast Highway. The main mode of transportation is by private motor vehicles and public transportation such as route taxis and buses. Public transportation from the parish capital offers services to all 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 SPT1 The planning authorities will only grant planning permission for developments along highways and or arterial roads where improvements are not required.
- POLICY SPT2 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 Manchester is divided into three distinct categories (Class A, 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.

FIFTH SCHEDULE, *contd.*

POLICY SPT3 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 SPT4 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 road way that links the parish of Manchester to Clarendon and St. Elizabeth is in need of repairs as well as road widening and rehabilitation. These roadways are major thoroughfares that link both parishes.

POLICY SPT5 The local planning authority will seek to have the appropriate agency widen and rehabilitate the road way linking Manchester to Clarendon and St. Elizabeth 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. 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 setback 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 SPT6 The planning authorities will ensure that all developments adhere to the required setback from the main road improvement line as outlined by the relevant road authority (National Works Agency).

POLICY SPT7 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.

FIFTH SCHEDULE, *contd.*

- | | |
|-------------|---|
| POLICY SPT8 | No permanent development will be permitted within 4.5 metres of a service road boundary except in unavoidable circumstances. |
| POLICY SPT9 | 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 parish capital, Mandeville, 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 these poles is development and if permission was received for their erection then they would have been likely to be in the correct position preventing them from being a hazard.

- | | |
|--------------|---|
| POLICY SPT10 | 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. |
|--------------|---|

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 setback in a taper where the land adjoins a main road at an intersection, bend or corner for the same reason.

- | | |
|--------------|--|
| POLICY SPT11 | The corners of lots at intersections are to be splayed or rounded to facilitate visibility in accordance with the guidelines in Appendix 14. |
| POLICY SPT12 | Building lines or fence lines may be required to setback in a taper where the land adjoins a main road at an intersection, bend or corner. |

Road intersections are potential points for automobile collision therefore in designing subdivisions special attention should be given to the kinds of 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.

FIFTH SCHEDULE, *contd.*

- POLICY SPT13 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 SPT14 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 SPT15 The laying out or material widening of a means of access will be permitted only where it does not constitute a hazard to pedestrians and other users of the highway and where it is possible for vehicle to enter and leave the premises in a forward gear.

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

- POLICY SPT16 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 SPT17 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 Manchester 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

FIFTH SCHEDULE, *contd.*

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 SPT18 The local planning authority will normally permit proposals to support the development of an integrated transport network including a choice of modes provided these accord with other relevant proposals of this Order.
- POLICY SPT19 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 SPT20 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.

- POLICY SPT21 Proposals which promote improvements to the public transportation system or reduce adverse effects of road traffic will normally be permitted provided these accord 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 SPT22 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 SPT23 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.

FIFTH SCHEDULE, *contd.*

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 SPT24 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 SPT25 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.

POLICY SPT26 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 Manchester 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 SPT27 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 SPT28 Where natural features exist on improved main roads or extra land is available from road works on such roads the local

FIFTH SCHEDULE, *contd.*

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 SPT29 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.

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 9.

POLICY SPT30 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 7 and the parking design standards in Figure 4.

POLICY SPT31 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 SPT32 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.

FIFTH SCHEDULE, *contd.*

POLICY SPT33 The layout of all parking areas should be designed so as to obviate the necessity for vehicles to back onto public roads.

POLICY SPT34 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 Mandeville Local Planning Area. However, the need for such facilities throughout the Order Area is increasingly evident and should be addressed.

POLICY SPT35 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.

POLICY SPT36 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 homeowners from illegal developments with inadequate parking and the overflow from adjoining developments.

POLICY SPT37 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 SPT38 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 7 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.

FIFTH SCHEDULE, *contd.*

POLICY SPT39 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 SPT40 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.

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 SPT41 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 SPT42 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 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

FIFTH SCHEDULE, *contd.*

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 SPT43 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.

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 SPT44 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.

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 SPT45 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 SPT46 All car parks should be landscaped in accordance with criteria set out in Figure 4.

POLICY SPT47 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.

FIFTH SCHEDULE, *contd.*

POLICY SPT48 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 SPT49 Developers will be required to provide vehicle loading and off-loading bays within the curtilage of the site to be developed as set out in Appendix 7.

POLICY SPT50 Loading and unloading of vehicles may be provided at the side or rear of the premises in cases where POLICY SP 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

There is limited designated public transportation centres located within the Order Area. Therefore, provisions must be put in place to improve traffic situations especially within the local planning areas. The construction of public transportation centres within the Order Area is recommended along the guidelines set out in the Policies indicated below especially in the local planning areas.

POLICY SPT51 All transportation centres used by the public should be provided with the necessary public conveniences and amenities.

POLICY SPT52 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 SPT54 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.

FIFTH SCHEDULE, *contd.*

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 SPT55 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 SPT56 The local planning authority will seek to minimize light pollution that cause sky glow, glare and light trespass by 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 SPT57 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 or ports within the Order Area however there is the Kirkvine Airstrip which is privately owned.

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

POLICY SPT58 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.

FIFTH SCHEDULE, *contd.*

- POLICY SPT59 The local planning authority will ensure that any further developments of the private airfield conform to its requirements and that of the Civil Aviation Authority.

With the continued development of the parish and the need to diversify the means of transporting commodities for people across the island and overseas steps should be taken to preserve areas with the potential to house these facilities. It is also recommended that the Government, should explore the feasibility of building an airport in Manchester, to meet aviation needs on the island's south coast.

- POLICY SPT60 The planning authorities in conjunction with the relevant agencies will seek to identify lands suitable for such development and preserve them for such use as the need arises.

All rail reservations within the Order Area will be conserved, protected and development proposals not related to this activity on these sites will not be supported.

- POLICY SPT61 The local planning authority will not grant planning permission for any development which would adversely affect the appearance and layout of the railway lines.

- POLICY SPT62 The planning authority in conjunction with the relevant agencies will support the restoration of railway operations within the Order Area and will ensure that lands and existing infrastructure are preserved and secured for the purpose.

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 SPT64 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.

FIFTH SCHEDULE, *contd.*

- POLICY SPT65 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

The housing needs of the Development Order Area are supplied by public and private sectors. The present growth of the urban areas/growth centres are determined to a great extent by the availability of housing solutions. Therefore it is prudent that housing provisions are suitably located and the necessary and physical infrastructure are also provided. Increases in population at most times resulted 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.

- POLICY SPH1 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 SPH2 In the design and layout of housing developments the guidelines indicated in Appendix 10 are to be used.

The growth and development of local planning areas is usually determined by housing developments. A range of potential housing sites will therefore be zoned in local planning areas/growth centres identified in the Settlement Strategy. Housing solutions should be a mixture of types and sizes ensuring the needs of all income groups are met.

- POLICY SPH3 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 SPH4 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 SPH5 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.

FIFTH SCHEDULE, *contd.*

- POLICY SPH6 New residential developments outside of local planning areas will normally be allowed at a maximum density of 75 h.r.h (30 h.r.a) providing that they are not sited on arable agriculture land (Class I—III) or in environmentally sensitive area and should be to the satisfaction of the appropriate authorities.

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 SPH7 The change of use of buildings to residential use will normally be permitted by the planning authorities subject to the need, surrounding uses, and other planning guidelines.

The upper floors of shops which are mostly underused could be converted to residential use increasing the vitality of these local planning areas 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 parking for vehicles.

- POLICY SPH8 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.

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

- POLICY SPH9 The planning authority will normally support development of suitable land for residential developments in areas identified for this purpose, where the necessary infrastructure and amenities are available or can be provided in a reasonable time.

- POLICY SPH10 Where multi-family residential development is considered outside of Local Planning Areas the maximum density allowed will be 75 h.r.h (30 h.r.a) and will be determined by material considerations such as the character of the area, the amenities available the zoning and other planning considerations to the satisfaction of the Local Planning Authority.

FIFTH SCHEDULE, *contd.*

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 SPH11 In single family housing developments land is to be set aside for the development of play fields and other recreational activities in accordance with the requirements set out in Appendix 10.
- POLICY SPH12 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.
- POLICY SPH13 Where a housing development is constructed adjacent to a school the open space requirements of that development shall not be decreased because of the existence of open space on the school compound.

There are several residential areas on the hillsides which are characterized by steep slopes resulting in access and development being difficult. Notwithstanding, these areas also have a scenic landscape which makes them attractive for low density residential development 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 SPH14 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 23).
- POLICY SPH15 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 23.

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 SPH16 No housing development will be allowed on land that is steep and unstable, vulnerable to erosion, slippage, subsidence,

FIFTH SCHEDULE, *contd.*

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 23.

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 SPH17 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.

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

POLICY SPH18 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.

POLICY SPH19 The proposals on infill sites should have no adverse effect upon the character, appearance and amenity of the surrounding properties and a satisfactory environment in terms of layout and design.

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.

FIFTH SCHEDULE, *contd.*

POLICY SPH20 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 SPH21 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 SPH22 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. 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 SPH23 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 SPH24 Adequate lands will be identified in housing areas to meet the needs of individuals who are desirous of constructing their own homes.

FIFTH SCHEDULE, *contd.*

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 SPH25 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 SPH26 The planning authorities will ensure the strict protection of the local agriculture sector. In so doing, lands zoned for residential/agricultural mixed use shall maintain and will not be subdivided below a minimum lot size of 1/4 Acre with strict adherence to the low density set for such lands.

POLICY SPH27 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.

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 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 Manchester 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. The Alligator Pond, Gut River and Canoe

FIFTH SCHEDULE, *contd.*

Valley Game Reserve, Manchester/Clarendon and the Reigate Game Reserve declared under the Wild Life Protection Act and several Forest Reserves declared under the Forest Act are some of the Acts protecting this system in the Order Area.

- | | |
|-------------|---|
| POLICY SPC1 | 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 SPC2 | 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 SPC3 | 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 SPC4 | 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 SPC5 | 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 SPC6 | 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 SPC7 | Development will be severely restricted within any Forest Reserve, Conservation Area or Protected Area and such development may require an Environmental Impact Assessment. |

The coastal belt of Manchester and its hinterland, is regarded as one of the outstanding natural features of Jamaica with its unique terrain, flora and fauna, extreme beauty and untouched character. It is also blessed with an extensive and useful beach and it is intended that this area should, with regard to requirements of conservation of natural elements be made available to the public of Jamaica and to its visitors as a National Park. The usage should not remove private ownership of land or exclude all development which should be low keyed.

FIFTH SCHEDULE, *contd.*

- POLICY SPC8 The area bounded by the coastline and a line approximately 1.6 km in from the Vere to Alligator Pond coastal road extending east to the Parish boundary and roughly to the 304 metres contour for the entire length of the Parish coastline as of the date of the publication of this order is reserved as a National Park and no large scale development or urbanization will be allowed within this area.
- POLICY SPC9 Any development allowed in the above National Park should only be that which will blend into and harmonize with the landscape and be generally for the enjoyment of the public and approved by the relevant authority.

A section of northern Manchester forms part of the south east tip 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.

- POLICY SPC10 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 SPC11 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 SPC12 The planning authorities will seek to 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 SPC13 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.

FIFTH SCHEDULE, *contd.*

The coastline of Manchester is approximately 17.7 km long and has five bathing beaches and five fishing beaches. Some of these have public facilities while others are still yet to be developed. It is therefore necessary to protect these areas as although low keyed at the moment this situation could change very quickly and their popularity increase.

- | | |
|--------------|--|
| POLICY SPC14 | No building or structure may be placed within a strip of land of a minimum width of 7.5m immediately adjoining the foreshore. |
| POLICY SPC15 | 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 SPC17 | 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 SPC18 | 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 SPC19 | 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. |

Alligator Reef lies approximately 6.5 km to the South of Alligator Pond and is to be preserved as a Habitat Management Area Protected Area. Only recreational uses that will in no way disturb the existing nature and character of the Cay will be allowed. The erection of any kind of structure will be strictly prohibited.

- | | |
|--------------|---|
| POLICY SPC20 | Alligator Reef is to be preserved as a “Management Area Protected Area” and the planning authority will not grant permission for any development that will in anyway conflict with this proposal. |
|--------------|---|

There are numerous caves located throughout the parish of Manchester. This has great potential for both visitor and local appeal and should therefore be protected from the adverse effects of development through planning policies and conditions imposed on approvals by the local planning authority.

FIFTH SCHEDULE, *contd.*

- POLICY SPC21 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 SPC22 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 SPC23 The planning authorities will normally permit eco-tourism development which will not result in the alteration or degradation of caves and supporting ecosystems.

The parish lies within the Black River, Gut-Alligator Hole, Milk River and the Rio Bueno-White River watershed management unit, within which are 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 SPC24 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 SPC25 The planning authority will not normally encourage development within any aquifer recharge and watershed area that threatens to undermine or is in conflict with the natural functions of these areas.

Open Space and Recreational Amenities

In some areas the local planning authority owned or managed 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 underutilised and have been disposed of for other purposes. These lands should be protected for the specific purposes for which they were obtained.

- POLICY SPC26 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.

FIFTH SCHEDULE, *contd.*

- POLICY SPC27 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 planning authority also applies to lands owned by Central 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 SPC28 Except as required for other necessary public purposes, planning permission will not be granted for development on publicly owned lands which have been designated as park or open space and which shall be used for that purpose.

- POLICY SPC29 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 SPC30 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.

Manchester has three scenic routes other than the Alligator Pond to Milk River Road which should be protected. These are along the Spur Tree to Gutters main road (Spur Tree Hill), Plowden Hills (Plowden to Rest Store main road) and the main road from Mile Gully to Devon *via* Bethany. The Spur Tree Hills offer a panoramic view of the plains of St. Elizabeth and sections of the Santa Cruz Mountains, the Plowden route over looks Alligator Pond with a sparkling view of the sea and the route to Devon give a picturesque views of the knolls and valleys predominant in this section of Manchester. No development will be allowed along these routes which would in any way obstruct or otherwise have a detrimental impact on these significant views. These are indicated on the land use plan and will be protected for the use and enjoyment of the nation.

- POLICY SPC31 Planning permission will be granted only for any development which would have a positive impact on significant views of the mountains, plains and sea from vantage points along these scenic route.

Manchester suffers from a lack of sports and leisure facilities and it is intended that what now exists should be protected and that the range of opportunities be increased. In order to preserve the visual and recreational amenities of the parish, areas outside the local planning areas 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

FIFTH SCHEDULE, *contd.*

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 SPC32 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.

POLICY SPC33 Lands identified at Pike and Craighead shall be developed as a recreational centre with a multi-purpose building and other facilities that can be used for training purposes.

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

POLICY SPC34 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 SPC35 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

FIFTH SCHEDULE, *contd.*

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 SPC36 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 SPC37 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.

POLICY SPC38 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 SPC39 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 SPC40 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 SPC41 No building or structure may be placed within a strip of land of a minimum width of 7.5m immediately adjoining the foreshore.

POLICY SPC42 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 SPC43 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.

FIFTH SCHEDULE, *contd.*

- POLICY SPC44 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 as a result 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 SPC45 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.

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 SPC46 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 SPC47 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 SPC48 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.

FIFTH SCHEDULE, *contd.*

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 SPC49 | 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 SPC50 | 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 SPC51 | 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. |

On some of the highways in the parish there are portions of land in the reservation that have not been used as part of the carriageway. These sometimes have clumps of trees or boulders which can be made attractive to travellers. In other cases the area can be grassed and become suitable picnic areas. Squatters should not be allowed to take over the areas, nor should they be used for commercial activities.

- | | |
|--------------|---|
| POLICY SPC52 | Where space permits in road reservation, clumps of trees, shrubs and boulders should be allowed to remain and where the surrounding landscape is devoid of these the reservation is to be landscaped. |
|--------------|---|

Historical, Archaeological Sites and Buildings

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

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

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

FIFTH SCHEDULE, *contd.*

- POLICY SPC53 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 SPC54 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 SPC55 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 SPC56 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.

There may be a situation in which a proposed development will unavoidable 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 SPC58 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.

FIFTH SCHEDULE, *contd.*

POLICY SPC58	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 SPC59	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 SPC60	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 SPC61	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 SPC62	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 SPC63	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.
POLICY SPC64	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 SPC65	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 Manchester has one (1) Ecologically Sensitive Area (ESA) namely the Canoe Valley located in southern Manchester. This Canoe Valley is of particular importance towards fulfilling the forest habitat goals specifically for the dry alluvium forest, dry limestone forest, dry shale forest, very dry alluvium forest and very dry limestone forest.

FIFTH SCHEDULE, *contd.*

It is 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 SPC65 | 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 SPC66 | Any development proposed within the Ecologically Sensitive Areas (ESAs) should not significantly impact the ecological integrity of the surrounding areas. |
| POLICY SPC68 | Developments on lands within the Ecological Sensitive Area may require an Environmental Impact Assessment (EIA). |

RURAL ECONOMY

Bauxite and Agriculture are the main economic activities in the Parish. Agriculture is the most outstanding contributors to the economy in the rural areas. It is important that lands of high agricultural capabilities be protected and rationalized to safeguard the economy of the area.

- | | |
|--------------|---|
| POLICY SPRE1 | The planning authority will give long term protection to the areas which have been delineated as agricultural lands on the land use proposal map and will give priority to the needs of agriculture over other planning considerations in dealing with any development applications in these areas. |
|--------------|---|

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

- | | |
|--------------|---|
| POLICY SPRE2 | The Planning Authority will ensure that good agricultural lands are protected from encroachment by other uses and only intensive agriculture will be allowed on lands in Classes I to III of the categories relating to agricultural use areas. |
|--------------|---|

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

FIFTH SCHEDULE, *contd.*

- POLICY SPRE3 The Planning Authority will seek to protect land outside the defined built up area from irreversible and unnecessary development and will ensure that permission for development in these areas is kept to a minimum.

It is a common belief that only Class I–III lands can be used for agricultural purposes. However, with the technology available this is changing especially in the area of animal husbandry. To raise livestock such as pigs and poultry do not require lands with good soil quality. This activity will therefore be encouraged on the lower categorization of lands.

- POLICY SPRE4 Agricultural activities such as poultry and pig rearing which do not depend on the quality of the soil and which can contribute to the rural economy will normally be supported by the Planning Authority on poor quality agricultural land.

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

- POLICY SPRE5 Development will not be allowed by the Planning Authority on poor agricultural land if it will in anyway jeopardize the existence of good agricultural land elsewhere.

It is important for some agro processing industries to be located near to the source of the raw material. This is true of the citrus industry where some amount of processing is done in close proximity to the citrus orchards. Over time, poultry and vegetables may follow suit. Plants will have to be located where they can facilitate the processing of these agricultural products.

- POLICY SPRE6 The planning authorities will normally support the establishment of agro industries where they strengthen the rural economy, as long as they are not located on good agricultural land, will not compromise the character of the area, or impact adversely on the environment or have a deleterious effect on surrounding uses.

A developing trend is to establish “superstores” and “retail warehouse” shopping on the peripheries of urban areas. This location is attractive the large spaces required for the development is unlikely to be available in the urban centre. Their provision in the right location can improve the economy and the quality of shopping overall in rural areas.

- POLICY SPRE7 The planning authorities will normally support developments outside established shopping centres for superstores, retail

FIFTH SCHEDULE, *contd.*

warehouse and other retail uses if they are compatible with their surroundings and will not cause any adverse environmental impact on the countryside or the loss of good agricultural land.

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

POLICY SPRE8 Dwellings of a temporary nature for special agricultural workers outside existing settlements and in particular location and agricultural buildings where it is of a type and size appropriate to its purpose may be allowed on good agricultural land in extenuating circumstances only.

Greenhouses and other large buildings for intensive agricultural production are often erected on a temporary basis. The existence of empty or derelict buildings of this type will not be acceptable as a case for permitting non agricultural development in a location which would be inappropriate. These buildings once the activity has expired should be demolished and the site restored to agricultural use when no longer required.

POLICY SPRE9 Development (including greenhouses) associated with horticulture and intensive agricultural production not dependent on the quality of the soil will not be permitted if it will jeopardize the long term availability of agricultural land in Classes I, II or III, or where it is accommodated near to housing.

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

POLICY SPRE10 Development essential for agricultural production outside the urban fence will normally be permitted provided that there is no conflict with other important rural area resources and no adverse impact on the appearance of the surrounding area.

Diversifying farming activities and the re-use of redundant rural buildings will improve and expand the rural economic base. However, caution will have to be exercised to ensure that a heavy volume of traffic is not encouraged onto any unsuitable roads where this is allowed.

FIFTH SCHEDULE, *contd.*

- POLICY SPRE11 Recreation, light industrial use, educational and tourist related business will be supported within redundant farm and institutional buildings, provided that such change would not in any way affect the character of the building or be detrimental to the character of the rural area.

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

- POLICY SPRE12 The operation of small scale home industries will be supported provided that it will not create a nuisance, nor affect the character and appearance of the neighbourhood in anyway.

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

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

- POLICY SPRE13 Proposals for shops in rural areas will be given consideration in appropriate locations where it can be proven that there is a need for the facility in the neighbourhood.

- POLICY SPRE14 Proposals for improvements to local shopping facilities in villages or residential areas will normally be permitted.

Markets and other distribution facilities in convenient locations will allow for the efficiency of agricultural and horticultural activities. These will normally be supported to facilitate farming activities.

- POLICY SPRE15 Developments will normally be permitted where it is shown that it is necessary for the wholesale distribution of produce to and from local farms.

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

FIFTH SCHEDULE, *contd.*

- POLICY SPRE16 The Planning Authority will seek to enhance and protect the beaches listed at Appendix 4 as public fishing beaches and only activities related to the fishing industry will be given planning permission at these beaches.

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

- POLICY SPRE17 The Planning Authority will ensure that fish ponds and related facilities are established in locations where they will not have any detrimental environmental effect.

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

- POLICY SPRE18 All operations concerned with and ancillary to the extraction of minerals constitute development and as such require planning permission from the planning authorities.

- POLICY SPRE19 Development proposals which will prevent or obstruct the extraction of minerals which is important to national development and the economy will not be supported by the planning authorities except in extenuating circumstances.

- POLICY SPRE20 The planning authorities will give due regard to the protection of the environment and natural conservation when dealing with applications which involve ore extraction or related activities in environmentally sensitive areas.

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

FIFTH SCHEDULE, *contd.*

- POLICY SPRE21 The local planning authority will normally support the development of alternative and innovative agricultural activities.
- POLICY SPRE22 Development will not be allowed by the local planning authority on underutilized agricultural land if it will in anyway adversely affect the existence of arable agricultural lands.

URBAN ECONOMY

The parish of Manchester has a vibrant economy base within most of its urban areas especially that of Manchester. Commercial development is the dominant economic activity although office and industrial activities can play a vital role in the expansion of the economy and employment. It is vital that sufficient land is available for a wide variety of business activity type to meet the different practical needs of users. These policies will therefore be geared towards the establishment and expansion of professional business offices, general industrial development and commercial space. The stated type of development must be sited and operated in an environmentally sustainable manner.

- POLICY SPUE1 The planning authorities will ensure that all large scale commercial developments in the planning area have no adverse impacts on the site to be developed or on neighbouring sites or developments in the area for which the proposal is submitted.
- POLICY SPUE2 The employment needs of the surrounding area will be met by providing land, to accommodate the requirements of existing commercial buildings and the establishment of new ones and the extension of business premises except where these would have an adverse environmental impact or threaten the heritage of the area if it is deemed as such by the Jamaica National Heritage Trust.
- POLICY SPUE3 Where appropriate, development providing for growth in economic activities, such as commercial and office uses which sustain and enhance the variety and mix of uses and the function and character of urban areas will be supported in the growth centres.
- POLICY SPUE4 Permission for the development of other uses on industrial land identified for that purpose on the land use proposal map, for non-industrial uses will normally be refused unless they can no longer be used for that purpose.
- POLICY SPUE5 The location of new industrial office and business activities and the expansion and intensification of such uses in areas

FIFTH SCHEDULE, *contd.*

where they already predominate will be encouraged and promoted as long as they can conform with the planning requirements.

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

POLICY SPUE6 Permission for the development of land or buildings currently in employment generating use for non-employment purposes will normally be refused. Only in extenuating circumstances will permission be granted to use such land or building for other activities.

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

POLICY SPUE7 The local planning authority will seek to ensure that a variety of shops are provided in Growth Centres for food and general household shopping and will promote and encourage improvements according to local needs.

POLICY SPUE8 Proposals that will improve or otherwise modernize the commercial base of existing towns will normally be approved if they comply with the requisite conditions stipulated by the local planning authority.

There are cases where new and small businesses may have to be set up into or close to residential areas and other sensitive location giving rise to negative impact on the amenity of the surrounding property. All new development for this purpose must be integrated into the surroundings and that the amenity of neighbouring occupiers particularly residential is not unduly affected.

POLICY SPUE9 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;

FIFTH SCHEDULE, *contd.*

- (c) the development being acceptable on environmental, design, traffic and amenity standards;
- (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.

Community benefits will be sought from large scale development where the need will arise from the development themselves. Careful assessment of such development proposals will be made to ensure that the necessary facilities and amenities are provided.

POLICY SPUE10 In dealing with application for large scale office, commercial and industrial development consideration will be given to the provision of certain community facilities where essential such as public toilets and other facilities for use by the public, children's play area, tree preservation or other amenities benefiting the environment.

Car repair activities will be encouraged mainly in areas zoned for industrial use. Application on plots zoned for other uses along main arteries may be considered on their 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 carried on outside of the curtilage 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 line will be encouraged. Building heights and ground coverage will be determined by the local planning authority in accordance with the guideline in the Appendix 19. Approval for these facilities will only be given in areas where they have no adverse effects on surrounding residents.

POLICY SPUE11 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 they will not have an adverse effect on the character of a neighbourhood.

FIFTH SCHEDULE, *contd.*

POLICY SPUE12 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.

The establishment of Call Centres can be beneficial to economic development, as staff compliment 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 SPUE13 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.

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 SPUE14 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 SPUE15 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 SPUE16 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.”

Most times small offices are located on premises suited for the purpose or part of a large building which has been subdivided. Where they are in significant

FIFTH SCHEDULE, *contd.*

location there is always the pressure to do major redevelopment. Because of their contribution to the economy and other environmental factors this type of development will be resisted where they are not provided for.

POLICY SPUE17 Permission will not normally be granted for the redevelopment of small offices or their alterations where they make a particular contribution 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 SPUE18 New shopping and other commercial business activities which are established in Growth Centres should provide accommodation for the 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 SPUE19 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.

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

POLICY SPUE20 In keeping with the industrial policy the planning authority will support the development of specialized industrial areas, and industrial space for small business in appropriate location.

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

POLICY SPUE21 Considerations will be given for a part of residential units to share a use with commercial or business activity in areas not zoned for such uses (*e.g.* residential areas).

MINERALS

Minerals are valuable, finite and non-renewable natural resources. They are naturally occurring solids formed through geological processes and as such possess

FIFTH SCHEDULE, *contd.*

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 left to be done in an *ad hoc* and unsustainable manner. The geology and lithology of the parish of Manchester is categorized in 4 major types. These are; White limestone formation (Mid Eocene—Lower Miocene) Yellow Limestone formation (Mid Eocene), Shales, Conglomerate and tuffs (Maestrichtian) and Aluvim Mangrove, Mangrove and Interior Valley Deposits. The main mineral extracted in the Manchester is Bauxite. However, there is a great demand for limestone which is used in the construction industry. The following policies are therefore intended to safeguard the areas in which mining/quarrying takes place.

- | | |
|-------------|--|
| POLICY SPM1 | Physical development of a permanent or capital intensive nature will not be given permission on mineral bearing lands. |
| POLICY SPM2 | The local planning authority will seek to ensure that mining and quarrying applications are submitted to the appropriate authorities before any operation commences. |
| POLICY SPM3 | Where there are possible adverse effects on the environment, the local planning authority will not recommend approval for a permit or license to the relevant authorities. |
| POLICY SPM4 | All operations concerned with and ancillary to the extraction of minerals constitute development and as such, require planning permission from the planning authorities. |

Manchester has a range of commercially exploitable metallic and non metallic minerals such as: limestone, bauxite, clay, marble (Braziletto, Rodon Store & Thatch Pen), gold (Pennants), copper (Pennants & Charing Cross Bellas Gate), silver, zinc and lead.

- | | |
|-------------|--|
| POLICY SPM5 | Quarries should be located in quarry zones and the local planning authority will not recommend that they be established in any other location except in extenuating circumstances. |
| POLICY SPM6 | The local planning authority will recommend that the number of quarries within any location be limited by the relevant authorities to avoid over exploitation of resources. |

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

FIFTH SCHEDULE, *contd.*

POLICY SPM7 Processing plant should be located as close as possible to the mineral deposits and will be assessed in terms of their impact on the surrounding areas.

POLICY SPM8 Processing plant and abandoned and inactive mines should be assessed periodically from the pre-mining to post mining stage by the relevant authorities to ensure that toxic chemicals do not leak into the environment.

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

POLICY SPM9 In assessing quarry applications the local planning authority will take into consideration the impact of the activity on the surrounding areas.

POLICY SPM10 Lands which have mineral deposits and are slated for development may be mined or quarried on a priority basis and be prepared for the development to the satisfaction of the planning authority.

POLICY SPM11 In the event that contemplated development might affect licensed quarry operation the matter will be referred to the Commissioner of Mines for recommendation.

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

POLICY SPM12 No permission will be granted for good agricultural lands to be converted into mud lakes unless there are no suitable alternative lands available.

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

POLICY SPM13 The local planning authority will support the maintenance and upgrading of Bauxite Residue Disposal Sites (Red Mud Lakes) with appropriate technologies to the specifications of the relevant authorities to ensure that their integrity is not compromised.

FIFTH SCHEDULE, *contd.*

- POLICY SPM14 The local planning authority will not support the channelling of surface water directly into mud lakes to reduce the risk of its contents overflowing and having detrimental impact on the environment and neighbouring settlements.

Minerals are found at various locations within the parish, and it is intended that these should not in anyway be rendered incapable of extraction as a result of urbanization. However, since minerals are also diminishing assets, they need to be protected from wastage or sterilization. Caution should be exercised to protect areas from destruction of the ecological balance. Therefore, it is imperative to integrate mining and restoration of the site whether to its original use or as close as possible to that before it was mined. Restoration of the areas or land reclamation should be done in the shortest possible time.

- POLICY SPM15 All mined out lands or quarried lands are to be restored to its original vegetative state, or to a level which is satisfactory to the local planning authorities or relevant authorities.

- POLICY SPM16 All mined out agricultural land is require to be restored to its agricultural use or the agreed endues.

- POLICY SPM17 Lands which cannot be restored to its original state/land cover should be transformed into an aesthetically attractive area by using local and endemic plant species.

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

- POLICY SPM18 Permission for the extraction of sand will only be supported by the planning authorities in exceptional circumstances.

- POLICY SPM19 The extraction of onshore coastal sand will not be permitted except under exceptional circumstances and sand extraction in such situations will be strictly controlled. Sand extracted under these conditions should normally be used in the landscaping/rehabilitation of eroded coastal areas in the immediate area. Sand should only be exported under exceptional circumstances and be utilised for the above stated reasons where approval is granted.

FIFTH SCHEDULE, *contd.*

- POLICY SPM20 All material that is excavated as a result of construction of an approved development must be disposed of in accordance to a plan submitted and approved by the local planning authority.

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 Mandeville Development Order Area especially the commerce sector has resulted in several environmental risks as there are no public central sewage treatment facility in place.

Sewage disposal methods are limited to 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.

The growth in population and the impact of sewage disposal on the environment has resulted in the need for tertiary sewage disposal methods. These mechanisms should be a part of an integrated approach to ensure that the treatment facility is environmentally friendly and sustainable.

- POLICY SP WTD1 Permission will not be granted for any new development or extensions to existing development within a public 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.

Inadequate sewage treatment facilities can adversely impact the environment, resulting in the pollution of critical water resources, soil as well as air. It is therefore necessary that sewage treatment and disposal facilities be installed either individually or collectively within the Order Area for developments outside centrally sewerage areas.

- 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.

In areas where there are a central collection system is lacking, 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

FIFTH SCHEDULE, *contd.*

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.

Sewage treatment and disposal facilities should be strategically 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 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.

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

FIFTH SCHEDULE, *contd.*

the use of rain water/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 National Solid Waste Management Authority is responsible for the collection and disposal of solid waste in the Development Order Area. However, physical collection and other related activities are undertaken by the Southern Parks and Markets Limited along with private contractors. Solid waste collected are disposed of at the Martins Hill Disposal Site located at Grove Place within the parish.

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 locations must be provided. These uses may be located in housing developments or shopping areas depending on the size and magnitude, for the sorting and handling of such materials.

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.

FIFTH SCHEDULE, *contd.*

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 in the area in which it is located. There should be 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.

Facilities that are inadequate for the storage of solid waste, may 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.*

ENERGY GENERATION AND CONSERVATION

Electricity needs within the Manchester Development Order Area is currently provided through the national grid. The national grid generates electricity using imported fossil fuel (petroleum as well as renewable energy sources.

The high cost to adequately supply electricity has resulted in a shift to develop renewable energy technologies as well as encourage individuals to implement conservation measures.

The energy demand and consumption of development proposals will be taken into consideration to ensure energy efficiency. Energy performance should be reflected in the design, siting, orientation and layout of all new buildings.

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

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

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

The siting of substations and pole lines can be aesthetically unsightly, especially where it impacts the natural landscape and or impact private properties as well as pedestrian traffic. Planning permission should be obtained prior to the commencement of activities as this constitute development.

POLICY SPE4 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 SPE5 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 SPE6 Planning permission will be given for the installation of utility poles and lines where they are sited so as to allow easy and economic means of road and sightline improvements and do not obstruct pedestrian movement.

FIFTH SCHEDULE, *contd.*

POLICY SPE7 The location and siting of ancillary utility services should not obstruct sidewalk facilities nor reduce pedestrian passage.

POLICY SPE9 Planning permission will be given for the installation of utility poles and lines where these meet the requirements of the relevant agencies.

The planning authority recognizes the importance of protecting existing vegetation which enhances the amenity of an area and will seek to protect and retain healthy trees, planted areas, and hedgerows and to avoid damages to existing vegetation during development. Landscaping which results in energy conservation will be encouraged and special attention given to the erection of utility poles and wires as they affect the vegetation.

POLICY SPE10 Wherever possible electricity services should not be run under tree crowns, through shrub areas or proposed landscaped areas.

POLICY SPE11 The local planning authority will encourage planting and landscape techniques which provide appropriate conditions to improve energy conservation in new development, particularly in the planning of major development sites.

Aging, dilapidated and deteriorated energy infrastructure can impact negatively on the environment as well as the distribution and access to energy. Upgrading existing energy infrastructures could result in a decrease in cost and risk for providers as well as increasing access to sustainably generated energy.

POLICY SPE12 All energy infrastructures should be adequately maintained and upgraded to mitigate against impacts on the environment and should sustainably satisfy the demand of the Order Area.

Undergrounding of existing utility lines and cables not only improves aesthetic but also reliability by reducing damage during climatic events such as hurricanes as well as eliminate damage from vehicles. Although this mechanism is costly it can reduce operational cost overtime. In high commuter areas such as shopping plazas and some resort development, this method is more appropriate than having wires dangling overhead.

POLICY SPE13 The planning authority will encourage the undergrounding of utility wires and cables, appropriate markers must be installed to identify routes.

FIFTH SCHEDULE, *contd.*

High tension wires are essential for the distribution of electricity, especially within rural areas. Some of these infrastructures can have a visual impact on the environment, while others are less prominent. The local planning authority will ensure that selected routes to facilitate installation are submitted for approval along with the methodology used.

POLICY SPE14 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.

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 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 SPE15 The local planning authority will be mindful to grant planning permission for alternative energy sources provided the development, including ancillary buildings and facilities, will not cause serious harm to the ecology of the area or disturbance to any receiving or transmitting system in the area.

POLICY SPE16 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 SPE17 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.

FIFTH SCHEDULE, *contd.*

- POLICY SPE18 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.

TOURISM AND LEISURE

Tourism activity within the south coast resort area is limited and development has been at slow pace. Accommodation is disperse in various locations primarily consisting of small hotels, guesthouses, apartments and villas. Mandeville town center is one of the few areas within the south coast with a high concentration of tourism accommodations. This is probably due to the limited facilities and attractions that are available here. Although Manchester has bathing beaches these are black sand and tend not to be as attractive as the white sand beaches occurring elsewhere. However, there are historic sites, monuments and buildings and vistas which are of interest, and which could be developed as attractions some of which are listed in Appendix 3. This would therefore cater to a different type of tourist from those that visit the north coast adding variety to what is available in the industry and contributing to the economy of the parish.

- POLICY SP TO1 Proposals for new or improved Tourist attractions and facilities will be encouraged subject to the siting, design and access considerations and provided there is no overriding conflict with environmental and conservation policies.
- POLICY SP TO2 Conversion of buildings of historic and architectural importance into tourist accommodation especially in instance where they are in need of repair and where this would contribute to the conservation of the building will be supported.
- POLICY SP TO3 Proposals for hotels, guest houses and other serviced accommodation will normally be permitted within built up areas.

Although new development will not be supported in the rural area there may be occasions where the efficient operation of well-established activities justifies modest extensions. This may be acceptable if the size of the building or the activity is not increased significantly. Extension to existing buildings changes of use and small scale developments or existing developed sites such as redundant farm buildings to accommodate guest houses, bed and breakfast and self-catering accommodation will normally be acceptable. However, access should be suitable

FIFTH SCHEDULE, *contd.*

and the proposal implementable with no adverse effect on the character of the building and its locality.

POLICY SP TO4 Permission will not normally be granted for hotels, guest houses, and other serviced 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.

It will be necessary to have certain facilities located along roads carrying tourist traffic for their convenience and comfort. These should be established at appropriate locations so that they do not conflict with conservation policies and do not interfere with the free flow of vehicular traffic.

POLICY SP TO5 Restaurants and cafes, tourist information facilities and picnic sites, may be permitted at appropriate locations on roads carrying tourist traffic providing there is no conflict with conservation policies and subject to the siting design and access being satisfactory.

Opportunities for golfing are now confined to the town of Mandeville. However, should the popularity of the sport increases then it will become necessary to establish other golf courses in the Parish. It requires a considerable amount of land and care has to be taken in siting such an activity to ensure that there is no negative effect on the environment and on agriculture.

POLICY SP TO6 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 heights of hotels and other tourist facilities should fit into the environment in which they are located. They should not be bulky and overbearing and should be adequately landscaped.

POLICY SP TO7 Hotel developments should be in accordance with the guidelines provided in Appendix 16 or as approved by the local planning authority.

FIFTH SCHEDULE, *contd.*

The implementation of the Canoe Valley National Park as a tourist attraction is expected to spark the growth of tourism in the Alligator Pond Area. Small scale tourism accommodation will be allowed in the area, but great caution has to be exercised in their establishment to avoid loss of the remote tranquil character of the strip. Spectacular coastal trails have been indicated on the land use map linking both beach and upland ridges, and other attractions including numerous Taino sites caves are shown.

POLICY SP TO8 Small scale tourism accommodation in the form of cottages, not exceeding a density of 25 habitable rooms per hectare will be allowed in the Canoe Valley National Park in the areas identified for that purpose.

POLICY SP TO9 In granting planning permission for tourist accommodation in the park the authorities will ensure that such development will be sensitively designed and will in no way contribute to the loss of the remote, tranquil character of the area and that sewerage can be satisfactorily disposed of.

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 TO10 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.

TELECOMMUNICATIONS

The communication technology sector acts as an enabler of growth and development in all other sectors and its continued growth is anticipated to leave an impression on the physical landscape of Manchester. The development of telecommunication include the erection of cellular stations, towers, laying of cables and other telecommunication apparatus and other devices for mostly domestic and commercial uses across the Order Area. The meticulous siting of these technologies is essential to preserve the physical landscape of the area to alleviate any adverse impact on the quality of its surrounding. The possibility of sharing facilities should also be explored before new sites are considered. The appearance of buildings, towns and rural areas will be protected as far as possible from unsightly telecommunications equipment.

FIFTH SCHEDULE, *contd.*

- | | |
|-----------------|---|
| POLICY SP TELE1 | The siting of telecommunication facilities should be conducted without imposing any adverse impact on the natural and built environment, nor to obscure the visual amenities of the area. |
| POLICY SP TELE2 | The planning authorities will ensure that the erection 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. In the case of cell tower sharing is advised. |
| POLICY SP TELE3 | The planning authorities will support the installation of cable television facilities in new residential/resort and commercial development where this is feasible. |
| POLICY SP TELE4 | In considering planning application 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 the proposal will not affect the skyline or other areas of importance. |
| POLICY SP TELE5 | 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 street and other public areas. |
| POLICY SP TELE6 | The communication technology installation process should be undertaken in such a way as to safeguard the public from any potential risk or explosion to the cables and wires. |
| POLICY SP TELE7 | In the case of proposed new development, telecommunication requirements should be considered at an early stage, as the installation of visually intrusive equipment at a later date may not be permitted. |
- Waste generated from the communication technology sector should be properly disposed of to prevent any undesirable impacts on its surrounding. The relevant network operator according to the standards and guidelines provided by the authorities should dispose of these wastes and the land revive to its initial state.
- | | |
|-----------------|--|
| POLICY SP TELE8 | Operators of communication systems shall safely dispose of obsolete equipment on their sites and restore the land to the satisfaction of the local planning authority. |
|-----------------|--|

FIFTH SCHEDULE, *contd.*

EDUCATIONAL FACILITIES

The Ministry of Education is rationalizing the use of school buildings by closing down those where the enrollment has fallen below their capacity and diverting children to other locations where facilities are available. This will result in a permanent surplus of school buildings, premise and playing fields. Where such 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 SPED1 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 SPED2 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 five years old are normally provided by private individuals although they have to conform to Government standards. These are operated by and in Church Halls in community centers, and in residential areas but 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 SPED3 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 SPED4 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

FIFTH SCHEDULE, *contd.*

the site. The outdoor play area should not conflict with motor vehicle or cause nuisance to adjoining owners (See Policy SPT48).

POLICY SPED5 Proposals for the establishment of a day nursery will be considered having regard to adequate parking and circulation of vehicle on the site.

POLICY SPED6 Outdoor play areas should minimize detriment to adjacent occupiers and where they overlook adjacent properties screening should be provided.

GENERAL DEVELOPMENT POLICIES

The General Development Policies are intended to supplement the Sectoral Policies in that they can be applied to all areas and will be relevant in considering applications throughout the Development Order Area. 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 destroy the natural environment, exacerbate climate risks or sterilize the enjoyment 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.

FIFTH SCHEDULE, *contd.*

In the development process it is important that existing trees and woodlands of amenity, economic and ecological value are protected and maintained as much as possible. 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. It is accepted norm that trees help to lower air temperatures. Increasing the green cover of urban areas will help to reduce the urban heat island effect in urban areas.

POLICY GD3 The local planning authority will seek to protect trees and woodlands of public amenity value in development proposals and secure their retention where necessary through the institution of Tree Preservation Orders by the local authority.

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

In order to preserve the visual and recreational amenities of the 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 available 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.

POLICY GD5 The local planning authority will seek to 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.

FIFTH SCHEDULE, *contd.*

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

The level of awareness and concern for the disabled has increased over recent years. In accordance with the principle of increasing this general level of awareness, the local planning authority will use the design criteria set out in the Development and Investment Manual Volume 1, Section 1, Planning and Development – Chapter 2 and the National Building Code as a reference in dealing with developments to which the disabled has access. For related policies see Policy GD54 and GD55 under the Design of New Development.

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

FIFTH SCHEDULE, *contd.*

- POLICY GD 10 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 sources be protected as its presence and purity is an essential part of life. Precautionary measures have to be taken against our abstraction and pollution of underground water 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 GD 11 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.

- POLICY GD 12 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 parish 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 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 (Municipal Corporation).

- POLICY GD 13 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.

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 they are not appropriate in residential areas and the town centres. These uses are known as bad neighbour uses or backyard industries and involve activities such as the breaking up, repair and spraying of motor vehicles and the storing and processing of minerals and building materials. They usually have a high level of outdoor activities and should be accommodated on

FIFTH SCHEDULE, *contd.*

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 GD 14 New bad neighbour developments or the extension or intensification of existing activities use outside of their designated area will not be permitted.

POLICY GD 15 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.

Piped water supply is a problem and so a lot of the residents especially in the rural section of the Parish rely on catchment tanks to fill their needs. It appears as if there is no short term solution to this situation so the use of catchment tanks should continue even after the supply situation has changed.

POLICY GD 16 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 it is available should use it as a back-up system.

Industrial and commercial users 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 GD 17 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.

Flood plains perform an important function in the control of flooding in the lower reaches of a river course, and coastal areas and should therefore be preserved and left undeveloped. New development on lands previously not developed or extensions to existing development will also increase run-off in an area thereby increasing the risk of flooding. These situations will be taken into consideration in the processing of development applications. (In this regard see also Policy SP H25) In addition, consideration of climate change impacts on flood plains should be submitted with any development planning application for approval.

POLICY GD 18 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

FIFTH SCHEDULE, *contd.*

that this will not occur either on site or elsewhere. Climate change considerations should be factored into and submitted with any development plans for approval. Adequate setbacks considering climate change will be applied to development planning applications.

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 effects of the cables and towers on future residents or occupants. In some instances buffer zones may be required to minimize 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. (See also Policy SP E5)

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 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 residential sections of 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.

FIFTH SCHEDULE, *contd.*

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 UE 18).

Professionals such as doctors and dentists need to have their practices located as near as possible to their support population. Such practice will normally occupy residential dwellings resulting in the loss of residential accommodations. However, where the conversions are contemplated they will need to have planning permission and conform with the vehicle parking requirements in Appendix 7.

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 UE 18).

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

POLICY GD24

The local planning authority will support infill residential developments within premature residential developments to satisfy the housing need within the local planning area before additional lands are allocated for residential purposes.

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 GD25

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.

FIFTH SCHEDULE, *contd.*

POLICY GD26 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 GD27 All single family detached dwellings shall be set back a minimum of 1.5 metres per floor, or a distance which may be set by the planning authority from time to time, from property boundaries and adjoining buildings. (Appendix 10 & 22).

It is expected that new residential developments and resorts will provide safe and attractive living environments. In making applications for large scale housing developments and/or resorts such as town houses, apartments and hotels a survey plan showing existing trees and proposals for the retention or removal of trees and new planting and landscaping of the site should be submitted. It is 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 GD28 A landscaping proposal plan is expected to accompany the submission of an application to the local planning authority for resort, town house and apartment developments and no operations should take place on the site before permission is received for the application. Climate change considerations should be submitted with any development plan for approval.

POLICY GD29 New developments will be expected to conserve any wildlife features that exist on the site and create appropriate wildlife habitats and sanctuaries where possible.

Trees are important to the visual quality and amenity of built up areas and is a resource that needs to be protected for posterity. The local planning authority will discourage development which requires the 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 GD30 The local planning authority will refuse planning permission for development likely to result in damage to or the loss of trees which makes a significant contribution to character and appearance of an area except in extra ordinary circumstances in which case the site would have to be landscaped to their satisfaction.

Although the subdivision of land is mostly dealt with under the Local Improvements Act, the Second Schedule of the Town and Country Planning Act

FIFTH SCHEDULE, *contd.*

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. The layout of such subdivision should be in accordance with Appendix 12 and 13.

POLICY GD31 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 GD32 Where a scheme plan (subdivision) is to be submitted to the local planning authority for approval the 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.

POLICY GD33 In considering sub-division applications the local planning authority will pay special attention to the design of the road network and will ensure the coordination of the sub division of contiguous properties through the continuation of roads into lands which have not yet been sub divided in order to integrate utility and public services and other activities.

POLICY GD34 In granting permission for the development of land due consideration will be given to the standards of amenity already established in the area and any departure to provisions which is lower will be permitted only on the merits of case.

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 to the pace of development

FIFTH SCHEDULE, *contd.*

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 GD35 The local planning authority will assess new subdivision applications based on needs in the area and where necessary will impose a program of phasing and seeding to encourage new buildings to be constructed.

POLICY GD36 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 GD37 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 and in some instances it will take several years before the damage can be reversed or remedied. An assessment of the effect on the environment should be done before the subdivision is undertaken.

POLICY GD38 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.

As industry and commerce grows, population growth is expected in urban district centres. The new settlement pattern should be based upon development or redevelopment 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 GD39 The planning authority will support infill and redevelopment and will ensure that all relevant planning standards are adhered to.

POLICY GD40 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

FIFTH SCHEDULE, *contd.*

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 GD41 | 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 10 and arrangements made by the developer with the local authority or residents for long term maintenance. |
| POLICY GD42 | 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 GD43 | The land required to be set aside to meet community needs in residential sub division should not be pieces left as unsuitable for housing development but land of appropriate dimensions, shape slope and location in accordance with the requirements set out in Appendix 10, Residential Density, Standards and Control. |
| POLICY GD44 | In reserving land for open space in subdivisions 100 lots and over the local planning authority will give consideration to the provision of larger parcel on which playfields can be located rather than several small ones which can only be used for passive recreational purposes. A mixture of both may be acceptable, depending on the circumstances. |

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 GD45 | Site development standards including density, plot coverage and other requirements will be used in accordance with Appendix 10 and Figure 1 to guide the types of development that can take place within an area. |
|-------------|---|

FIFTH SCHEDULE, *contd.*

Roads provide the basic framework around which new neighbourhoods are developed and existing ones 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. 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 GD46 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.

Usually commercial development and to a limited extent office use takes place within recognized shopping areas. It is generally convenient for both shoppers and traders in this way and the land use proposals map reflect areas for such uses. Planning control aims to steer new shops to these areas having regard to the shopping needs of the population. In large developments however, shops will be needed 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 GD47 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 in the area where 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 GD48 Free standing buildings must respect the scale and proportion of the streetscape by maintain 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 GD49 Where the building is to be located in an established commercial or town centre it may be located hard on the property boundaries or unto adjacent buildings and if necessary include a canopy to protect pedestrians from sun and rain.

FIFTH SCHEDULE, *contd.*

- POLICY GD 50 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 GD 51 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 in urban or rural areas the use will 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 near to residential buildings will be assessed in terms of impact on the visual and residential amenities of adjoining properties.

- POLICY GD 52 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 be a maximum of ten (10) storeys in business centres, four (4) storeys in other areas and only a single storey above ground in residential areas.
- POLICY GD 53 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 GD 54 New office development will not be allowed to exceed a plot ratio of 2.0 in business centres and 0.5 in other areas. The maximum plot coverage should be 50 per cent and the minimum green space within the plot area 20 per cent for buildings in business centres and for those outside 33.3 per cent plot coverage and a minimum green space of 33.3 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.

FIFTH SCHEDULE, *contd.*

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 GD55 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.

POLICY GD56 Repair garages should be compatible with adjacent and surrounding uses for the protection of the health, safety 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 the Appendix 7& 9 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 GD57 The provision of off street car parking spaces will be in accordance with the requirements indicated in Appendix 7 to ensure it is adequate. The standards and parking bays shall be as provided in guidelines in Appendix 9 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 GD58 The local planning authority will ensure that the provision of shop fronts is of high standard of design and appearance

FIFTH SCHEDULE, *contd.*

and relate to the architectural characteristics of the area or buildings of which they form a part.

POLICY GD 59 Wherever possible new shops should be located adjacent to those already existing so that they can provide greater convenience to customers rather than being isolated.

POLICY GD 60 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 commercial building should reflect the nature and character of a residential unit although in all situations the commercial entity should be identifiable.

POLICY GD 61 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 intention of the local planning authority to seek to maximise the provision of residential accommodation above commercial buildings within the Mandeville and in other urban centres where such facilities are available to make more efficient use of building and to improve the viability and vitality of such shopping areas.

POLICY GD 62 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.

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 GD 63 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

FIFTH SCHEDULE, *contd.*

be in keeping with the existing development and have regard to the form and materials of adjoining buildings.

Developments which infringe on local views although not a material consideration in dealing with applications will not be acceptable by the local planning authority depending on the situation (siting and location). The design of such buildings should always take cognizance of the surrounding areas and have regard to the amenities being enjoyed by others.

POLICY GD64 The local planning authority will normally refuse permission for any development which will have a detrimental effect on views or other similar amenities being enjoyed by occupiers of buildings whether or not they are located in close proximity.

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 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.

POLICY GD65 The design of new buildings and other areas to which the general public have access will normally be required to take the needs of the disabled and special needs people into account or they will not be supported by the local planning authority.

POLICY GD66 All proposals for development are required to be of a high standard of design, have a satisfactory means of access, adequate car parking (see Appendix 7), 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.

POLICY GD67 In determining planning applications the local planning authority will seek to ensure that the design of external

FIFTH SCHEDULE, *contd.*

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.

POLICY GD68 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 prepared by the National Environment and Planning Agency 2007.

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 GD69 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 GD70 In dealing with new applications or proposals for change of use the local planning authority will take into consideration the need for appropriate provisions of 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

FIFTH SCHEDULE, *contd.*

ensure that they do not impact severely on individuals. The necessary consultation will be had with the required agencies in this regard.

POLICY GD71 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 and sound reduction measures can be provided a reasonable degree of amenity permission will be given due consideration.

POLICY GD72 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 or to the requirements of the appropriate government agency.

Some developments are particularly sensitive to noise such as residential, educational and care facilities (hospitals, old peoples' home etcetera) 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 GD73 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.

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 GD74 All new developments will be required to make provision for the storage and collection of solid waste in such a manner that it is not environmentally unfriendly.

FIFTH SCHEDULE, *contd.*

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 GD75 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 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 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 GD76 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. All engineered drainage solutions should consider the impact of climate change on storm water flows.

POLICY GD77 Developments shall require disposing of storm water run-off from roofs and properties on their own property or under the side walk. No permission will be given for such storm water run-off to be disposed of onto the surface of the side walk or roadway. Storm water management should normally consider implications of climate change.

During the process of development residents can be disturbed by noise, smoke or dust emanating therefore. 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 etc. The local planning authority will use its powers to safeguard the interest of the residents in this situation.

POLICY GD78 The local planning authority will require developers to adopt measures to safeguard the amenities of local residents where site development is taking place.

FIFTH SCHEDULE, *contd.*

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

POLICY GD79 During the construction stage of a development 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 GD80 Mixed use developments where residential is coupled with another use such as institutional, commercial, or office, may be allowed in area zoned for such uses. The total amount of development shall not exceed that permitted for the zoned 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 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 GD81 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 quite a lot of Jamaican householders. 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 GD82 Where planning permission is required for proposals to install solar energy, 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, and with due consideration to the impacts of climate change, control has been exercised over development proposals to prevent the removal of trees and the construction

FIFTH SCHEDULE, *contd.*

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 Appendix 23)

- | | |
|-------------|---|
| POLICY GD83 | In hilly areas development shall be in accordance with the hillside development guidelines 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 GD84 | 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 GD85 | 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" maybe demarcated on the land use proposal maps. |

It is not always possible to identify well 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 GD86 | <p>The local planning authority will support proposal for the development, or redevelopment of unidentified sites of the change 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:</p> <ul style="list-style-type: none"> (a) they are appropriately located for 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

A number of towns have been identified in this Order as local planning areas or Growth Centres based upon the guidelines provided by the National Physical

FIFTH SCHEDULE, *contd.*

Plan and development will be directed to them. However, where there is a real need for development in terms of a village to grow to allow people to remain in it or to facilitate a special type of development, consideration may be given to the proposal. Care will be taken to ensure that such proposals are established in accordance with the policies indicated in this order and that the unique qualities of the rural environment are not threatened by future development pressure in anyway which would degrade it.

POLICY GD87 The local planning authority will give due consideration to the establishment of new settlements where these are being established to fill special needs in the rural areas and will not in any way destroy the unique qualities of the environment.

POLICY GD88 All proposals for new settlements should include the necessary social amenities and physical infrastructure and facilities needed for the residents bearing in mind the implications of climate change.

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

POLICY GD89 Large new housing development should be confined to the local planning areas identified by the Local Authority and no permission will be given for large scale housing development outside of these areas.

POLICY GD90 New single family housing development only may be allowed in the existing confines of some villages where rationalized development is taking place.

POLICY GD91 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.

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 10 there are other facilities that are required by the community which are expected to be provided by

FIFTH SCHEDULE, *contd.*

the developer. A list of the standard requirements for these community facilities are indicated in Appendix 24. 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 GD92 Where new housing developments are being undertaken on green field sites the developer will be required to build or caused to be built the amenities and facilities set out in Appendix 10 and Appendix 24 of this Order.

POLICY GD93 The local planning authority will seek to 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 GD94 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.

New Settlements should not be dependent on existing Municipal Corporation's roads for direct access to buildings but should have their own independent service road system. These should be connected to other roads in the hierarchical system to provide access to outside linkages (see Appendix 5 and 6).

POLICY GD95 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 GD96 The subdivision of lands for new settlements will be guided by the relevant General Development and Housing Policies,

FIFTH SCHEDULE, *contd.*

and the guidelines and requirements in the Appendices and the other relevant policies of this Order especially those under New Development.

There are several well established villages scattered throughout the parish which either because they are too small or too isolated cannot be considered as growth centres or local planning area. Some of these may be located in areas which do not have any specific land use proposals. This does not mean that policies will not be applicable to them should development takes place since there are non-specific policies such as the General Development Policies which exists. Where the proposal falls outside the ambit of these policies they will be determined on their merits taking into account material consideration and the underlying policies in the Order and the land use proposal map. However, such lands should be kept in their existing use or be used for agriculture until required for development which would, be dependent upon the required services and amenities being available.

- | | |
|-------------|---|
| POLICY GD97 | Planning permission for all new housing developments will normally be granted in villages where there is a certified need if satisfactory provision has been made for access to appropriate facilities and services to meet the needs of the likely resident population. If satisfactory provision for access to existing facilities and services cannot be achieved or if this additional use would give rise to problems for the local community a new housing development may be required to make additional provision in association with other existing development. |
| POLICY GD98 | Planning permission for the development of land and building which have not been zoned on the land use proposal map and for which there is no specific policies in the Order will be granted once the proposal does not prejudice other policies or aspects of the Development Order such as the implementation of proposals, the character of the surrounding area etc. |
| POLICY GD99 | Planning permission for the development of land and buildings that provide services within the New Forest area to meet the needs of surrounding communities will be granted once these proposals do not prejudice other policies or aspects of the Development Order. |

Churches and other places of worship play an important role in the life of a community as they also provide a meeting place for some residents. Their ancillary buildings and halls provide facilities for basic schools, youth groups, clinics etc.

FIFTH SCHEDULE, *contd.*

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 GD 100 Lands will be reserved in new subdivisions for buildings for religious worship and associated religious and community uses.

CEMETERY

Majority of the local planning areas in Manchester have access to at least one public cemetery. Where this access does not exist, the local authority 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 GD 101 The local planning authority will assist the local authority to identify suitable lands for the establishment of public cemeteries as the need arises in the local planning area.

POLICY GD 102 The local planning authority will support the use of crematorium as an alternative form of burial.

COASTAL POLICIES

The coast environment of the Order Area has a variety of sensitive ecosystems that interact between natural processes and human activities. This environment has become severely degraded over the years resulting in the loss of highly productive habitat areas. It is therefore prudent that precautionary measures are put in place inclusive of policies which will protect, conserve and where necessary preserve the environmental quality and recreational opportunities of the coastal lands of Manchester.

The coastline of the Order Area is approximately 1.6 kilometres, consisting of a complex ecosystem inclusive of wetlands, beaches and a dry limestone forest, extending from the Farquhar's Beach in Clarendon to Alligator Pond in Manchester. The Alligator Pond Local Planning Area is the only growth centre located along the coast. The remainder of the coast is undeveloped.

The entire coastal area falls within Canoe Valley/Lover's Leap Conservation Area (NEGAR 2009). 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. Alligator Pond has been significantly impacted by coastal erosion due to storm surges. The

FIFTH SCHEDULE, *contd.*

frequency and intensity which have increased in recent years due to climate change.

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. Developments will only be accommodated in suitable areas and the local planning authority should 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 makes use of the existing unique feature of the coastline and facility together with associated access, ecetera, can be accommodated in the local landscape without any serious impairment to the amenity of the area.

The undeveloped coast in the Development Order Area is of great significance as it is located within the Proposed Canoe Valley Protected Area which is categorised into two sections; the Milk River area and the Long Bay area divided by Round Hill. Both sides show differences in the vegetation structure and wetland composition.

Where swamps and coastal lowlands exist care will be taken to protect them for their environmental value. Development will be assessed for their impact on the coast and will not be supported if detrimental to the area.

POLICY UC 3 No development will be allowed by the local planning authority which would adversely affect the homogeneity or integrity of an area along the undeveloped coast.

POLICY UC 4 The planning authority will not grant permission for any development in areas that will conflict with the conservation proposal shown on the land use proposals map and will at all times protect them from being developed.

Coastal developments often involved the destruction of mangroves and other coastal vegetation, removal of seagrass from swimming areas, fencing of beaches and other practices causing damages to the environment.

FIFTH SCHEDULE, *contd.*

The existence of mangroves along the coastal area will be protected for their environmental value. Developments will be assessed for their impacts on mangroves and large scale removal will only be allowed in exceptional circumstances. To prevent any net loss an equal amount will have to be planted to replace what has been destroyed.

POLICY UC 5 No development will be allowed in areas which would adversely affect the integrity and existence of mangroves or other swamp areas, except under extreme circumstances.

POLICY UC 6 Where any removal or destruction of mangrove occurs on a property, to prevent any net loss an equal amount shall be planted by the developers or owner to replace what is lost

Development proposals will be assessed for impacts 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. 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 7 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 8 Buildings and structures shall be located in such a way that they avoid any adverse effect on the general character of the existing coastline in the area in which they are located.

There are limited recreational areas located along the coastline in the Order Area. Conservation and, where appropriate, enhancement of the natural and cultural heritage will be promoted and opportunities for its enjoyment will be identified.

POLICY UC 9 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.

It is important that the public be able to access beaches and its facilities unimpeded. In this regard guidelines have been provided for the set-back of development from the high water mark to ensure access is uninterrupted. Public beaches located along the coastline should be developed to the degree that

FIFTH SCHEDULE, *contd.*

ensures usefulness and safety without adversely impacting 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 4.

POLICY UC 10 The development of beaches will be allowed to the degree that ensures their usefulness and safety without impairing their natural environment.

POLICY UC 11 In developing beaches for recreational activities consideration should be given to the erection of structures of a temporary nature only and the provision of facilities that will not negatively impact on the beaches or any wild life present.

POLICY UC 12 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.

Coastal tourism facilities are limited to only small restaurants. These are important developments and the local planning authority will examine them closely before granting planning permission. They should conform to the guidelines for such development in all situations.

POLICY UC 13 Developments along the undeveloped coastline should be in accordance with the guidelines in Appendix 16.

Many recreational and tourist facilities depend on a coastal location or the natural beauty of the coastline. Such facilities are often a valuable resource for large sections of the population while others can make an important contribution to the tourist industry. Development can itself however result in a loss of visual quality or the tranquil nature normally associated with the coastline.

POLICY UC 14 Proposals for the provision of tourist or recreational development in the undeveloped coastal areas may be granted permission in situations where a coastal location is essential provided the development would not lead to an unacceptable impairment of the amenity of the area.

There are certain non-recreational or tourism activities which by their nature will require a coastal location such as exporting marine farms, and some energy schemes. While large development proposals are likely to present the greatest threat to the natural, cultural or scenic environment the cumulative effect of smaller developments can be just as damaging. In considering applications for the location of any of these activities the planning authority will ensure that they do not conflict with existing uses or diminish the sites' potential. Applications for major developments

FIFTH SCHEDULE, *contd.*

on the coast are likely to require permission from other agencies with coastal responsibility.

- | | |
|--------------|--|
| POLICY UC 15 | There will be a general presumption against new non-recreational or tourism industrial development along the undeveloped coast unless it can be: <ol style="list-style-type: none">1. favourably demonstrated, that no other suitable site exists elsewhere along the developed coast or within existing settlements;2. demonstrated, that the social and economic benefits of the proposed development outweigh the potential detrimental impact on the undeveloped coastal environment. |
| POLICY UC 16 | Proposed developments which by their nature require to be located immediately adjacent to the sea will only be permitted where there is a demonstrable need for the development appropriate landscaping measures have been provided to minimize the visual impact both on and off shore and the design is appropriate to the location. |
| POLICY UC 17 | The Planning Authorities will take into consideration, the cumulative impact of industrial development when assessing such proposals for development along the undeveloped coast. |

Land use planning has no influence over water based activities, except when they involve the development and use of associated sites or buildings on shore. To protect coastal area and coastal waters against pollution of adjoining development and by extension development inland, the effluent which might be harmful to the marine area, will have to be controlled irrespective of how it reaches to the coast. Development proposals are to be examined with regard to prevention and/or control of pollution particularly in the most sensitive areas along the coast.

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

Setback provisions from the coastline ensure that development is prohibited in a protected zone adjacent to the water's edge. The prudent use of development setbacks from the coast establishes a safe distance between buildings and the active beach or riparian zone. This ensures that space is provided for a beach or banks to move naturally, both during normal and abnormal weather conditions,

FIFTH SCHEDULE, *contd.*

thereby ensuring the beach or banks are conserved for all to enjoy and protecting coastal infrastructure.

POLICY UC 19 The amount of setback from the high watermark shall be as indicated in figure 4 and may, in relation to the physical conditions existing in the area, be varied for beaches by the Beach Control Authority and for streams and rivers, by the Planning Authorities.

The effects of climate change have been a growing concern especially within the Vicinity of Alligator Pond. Coastal areas face daily pressure from natural forces such as wind, waves, tides and currents, and from human activities, such as beach sand removal and inappropriate construction of shoreline structures. Some coastal areas are highly susceptible to erosion. Sea level rise and coastal inundation (flooding) are two effects of climate change which are of serious concern to Jamaica's coastal zones and communities. It is prudent that policies and strategies are developed and implemented in accordance with climate change adaptation and mitigation strategies in line with the Climate Change Policy Framework and the National Energy Policy of Jamaica.

POLICY UC 20 The local planning authority in dealing with developments will institute strategies to adapt to the effects of climate change such as storm surges and erosion within the coastal area identified on the Development Order Area Map. Ecosystem-Based Adaptation will be a preferred strategy in undeveloped areas and where coastal rehabilitation is being considered or proposed.

POLICY UC 21 The local planning authority in dealing with developments will consider mitigation opportunities and/or strategies such as renewable energy and reforestation programmes (e.g. solar, wind and hydro-electric energy) within the coastal area identified on the Development Order Area Map.

Developed and Partially Developed Coast

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

POLICY DC 1 Within the developed coastline development will generally be permitted provided that there is no adverse impact on physical, geomorphological and biological process along

FIFTH SCHEDULE, *contd.*

the coast; minimal visual impact both from land and sea including the impact on the townscape where appropriate and the development does not have significant negative impact on scientific or the nature conservation value of the area.

The density of a 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 DC 2 | Densities on vacant lots along the seaward side of the main road should have a footprint not exceeding a range of 33 1/3% -40% of the site, a height of not more than 3 floors, open land space of 60% - 66 2/3% and a plot ratio in the range of 0.8:1 to a maximum of 1:1 calculated on the entire lot whether or not it extends across the road. |
| POLICY DC 3 | Resort development will be permitted by the planning authority on lots on the landward side of the main road at a maximum density of twenty five habitable rooms per hectare (25 h.r.ha) (10 h.r.a) on lots of a minimum size of 0.4 ha. Such developments shall have adequate setbacks, be two (2) storeys in height, (ground plus one) and shall not exceed ten percent (10%) of site coverage. |
| POLICY DC 4 | The planning authority will require that a minimum of sixty per cent of the existing tree coverage on all lots being developed on the landward side be retained. Trees that have to be removed should be replanted in a suitable location. |
| POLICY DC 5 | The planning authority will not approve the erection of any permanent structure, fences, or obstructions within 45.75 metres of the high water mark. |

General Coastal Developments

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

FIFTH SCHEDULE, *contd.*

The general intention is to preserve the unique landscape of the coastal lands within the Order Area. The development of new buildings will only be permitted in existing built up areas due to the conservative nature of the coastal environment. 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. Supplementary commercial facilities will be permitted on suitable lands.

- | | |
|-------------|--|
| POLICY CD 1 | 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 for single storey building. |
| POLICY CD 2 | The set back of buildings from the high water mark in areas where this has not been indicated in the policies should be in accordance with Figure 4. |
| POLICY CD 3 | The local planning authority will not grant permission for any development on land adjacent to the line of high water mark which would preclude general public access to and along the foreshore. |
| POLICY CD 4 | Buildings and structures shall be located in such a way that any adverse effect on the general character of the existing coastline is avoidable. |
| POLICY CD 5 | 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 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.

- | | |
|-------------|--|
| POLICY CD 6 | New developments or extensions which will adversely affect the coastline or destroy the nesting ground and forage of turtles and other wildlife will not be allowed. |
| POLICY CD 7 | Planning permission will not be granted for developments which will cause destruction of mangroves which protect |

FIFTH SCHEDULE, *contd.*

the areas' coastline and which are also a habitat for a wide variety of species.

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 CD8 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. 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 CD9 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 CD10 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.

RURAL AREA POLICIES

Growth and development within rural areas shall be compatible with and provide protection for the natural environment and have regard for existing settlement patterns. They should provide limited opportunities for rural non-farm residences and commercial uses within rural areas with natural features such as wooded areas, water courses, and groundwater recharge areas being preserved. The economy of the rural area of Manchester is dependent on agriculture hence proposals which would result in the loss of agricultural land will not be supported unless it can be demonstrated that there is a particular need for the development, that there is no alternative site of a lower grade land available and that it would not result in the fragmentation of a farm holding threatening its continual viability.

POLICY RAP 1 Proposals for the development of good agricultural lands will only be permitted in exceptional circumstances, while

FIFTH SCHEDULE, *contd.*

that involving land of moderate or poor quality will be permitted except in situations where the cessation of such use would prejudice the viability of local farms.

Lands of high agricultural quality needs long term protection to safeguard food supply not only for the parish but national consumption and export. Areas which are significant for agricultural purposes will have priority over all other interest except areas of nature conservation interest and high landscape value.

POLICY RAP 2 The local planning authority will give long term protection to areas of special significance for agriculture over other planning consideration except in those areas of nature conservation and high landscape value. There will be a presumption against development which diminishes the amount of productive agricultural land within the area of special significance for agriculture. This consideration will be informed in part by food security considerations occasioned by climate change.

POLICY RAP 3 Development which will cause a loss of productive agricultural land or reduce the viability of farm holdings will not be permitted unless it can be demonstrated that the need for the development overrides agricultural considerations and no alternative site on non-agricultural land is available.

The rural area is important because of its high agricultural value and the provision of resources for the urban area. In protecting the country side the local planning authority wish to maintain and enhance its viability.

POLICY RAP 4 The countryside throughout the Order Area will be conserved and enhance for the sake of its natural heritage, natural resources, historic and cultural environment and agricultural and recreational value through the control of development.

In rural Manchester the reuse of redundant farm buildings can aid in the diversification of farm businesses. 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 village 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.

FIFTH SCHEDULE, *contd.*

POLICY RAP 5 New recreation, educational and tourist related businesses in rural areas will normally be acceptable within redundant farm and institutional buildings provided that the change of use would conserve its character, appearance, fabric and setting and would not be detrimental to the character of the countryside.

POLICY RAP 6 Development related to the agricultural industry, but not part of a farm businesses 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.

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

POLICY RAP 7 Residential developments will be allowed in the built up area in some villages. It should be small scale and should avoid the appearance of a housing estate. Any residential development in villages should respect the village environment using local material as far as possible.

The erection of a dwelling in the countryside for someone who needs to live there may occasionally be necessary. However, as a general rule very little residential development should take place outside the built up area of growth centres or local planning areas.

POLICY RAP 8 Residential development outside the growth centres will be strictly controlled and permission will not normally be given for “rounding off” the extension of isolated groups of houses or consolidating linear or sporadic development.

Development that will be allowed beyond settlement limits are only those where affordable needs are justified. In such situations there must be a clearly defined boundary such as a road which can contain the size of the development.

POLICY RAP 9 Within the boundaries of large villages, extensions into the surrounding countryside will not be permitted except where they are intended to satisfy a need and the extension of a settlement in the form of ribbon development or the coalescence of villages will not be supported.

FIFTH SCHEDULE, *contd.*

POLICY RAP 10 Within small villages small scale development will be approved only where it is appropriate to the location in terms of scale and layout, compatible with the form and size of the settlement and will not involve a loss of land for recreational and other amenity areas as well as being sympathetic to the architectural character of the area.

POLICY RAP 11 In exceptional circumstances permission may be granted for the development of small sites within and adjoining settlements for the specific purpose of providing housing to meet an existing deficiency for people who need to live in the locality and cannot be reasonably accommodated through the area's general housing market.

Conserving the agricultural 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 12 The local planning authority will attach major importance to the need to safeguard agricultural production in all their decisions concerned with development in the rural area 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.

POLICY RAP 13 Any development in the countryside (including agriculture for which permission is needed) will have to be designed and sited in such a way that any adverse impact on farming, the landscape, archaeological sites, historic features, mineral extraction or on public enjoyment of the countryside is kept to a minimum.

Some uses do not rely on the quality of agricultural land and are not necessarily related to the efficient and effective operation of the agricultural holding. They will not be treated any differently from any other forms of development. This is especially so where they could lead to the division of a farm unit and jeopardize the remaining agricultural land.

FIFTH SCHEDULE, *contd.*

- POLICY RAP 14 Agricultural or horticultural activities which are not dependent on the agricultural capability of land will only be permitted if there is no conflict with other rural area 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 rural area interests.

- POLICY RAP 15 Development essential to agricultural production will normally be permitted in the rural area provided that there is no conflict with other rural area resource and no adverse impact on the appearance of the surrounding areas.

In some rural communities residents may find it difficult to use services in the built up areas such as child care facilities because of the distance from their homes. They would benefit from small scale facilities located nearer to their residences especially if they are near to or within existing villages where access is readily available by walking or other modes of transportation.

- POLICY RAP 16 Permission will be granted for the establishment of small scale social facilities to meet community needs outside of growth centres or local planning areas.

Sometimes people are desirous of constructing new homes in isolated sections of the rural areas which act as a catalyst for the development of other residents setting off a chain reaction and ending in a new village without any form of infrastructure. Where this is a one off situation such as the need for a worker to live permanently or near his place of work or the owner wishes to live on his farm 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 17 Agriculture dwellings will not be allowed in isolated areas except where it is necessary for a farm worker or the owner to be accommodated on the holding and where it is an economical viable farming unit.

The area of the cockpit country and other conservation areas within Manchester are to be protected because of their geological and environmental sensitivity. Unfortunately, the vegetation is being destroyed to provide agricultural lands for farmers and the burning of coal. The local planning authority will ensure that its woodlands, wildlife and natural beauty is conserved and preserved.

FIFTH SCHEDULE, *contd.*

POLICY RAP 18 Protection will be given to areas of woodland and trees especially those in conservation areas in rural sections of the parish such as the cockpit country.

Recreational and leisure activities sometimes need land ranging from small areas for playfield to intensive areas for golf courses. These should not only be compatible with the area in which they are located, but should provide and consolidate the strategic gap between towns.

POLICY RAP 19 Proposals for recreational development in rural areas will normally be permitted if it does not seriously intrude into 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 20 Consideration will be given to planning applications that will require large tracts of land especially in rural areas for recreational use such as golf courses where:

- (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 buildings.
- (iv) roads in the vicinity are adequate to carry an increase traffic flow.
- (v) have considered the implications of climate change.

The agricultural success of the farmers in the rural areas will depend on the extent to which they can sell their produce. A method of distribution would be through the establishment of shops in strategic locations especially where they are near to settlements. This would facilitate the sale of a considerable amount of agricultural produce.

POLICY RAP 21 Permission will normally be granted for farm shops where these are proven to be necessary for the sale and distribution of produce of local farmers.

Many non-commercial activities are located within the rural areas outside of growth centres. Occasionally the owners may wish to change their use or redevelop

FIFTH SCHEDULE, *contd.*

them for other purposes. Any such proposal must respect the open nature of the areas in which they are located.

POLICY RAP 22 Proposals for the alteration or change of use of existing commercial buildings in rural areas outside of a growth centre will be permitted if the development maintains the existing landscape setting, character and original building scale.

Where it is necessary to preserve buildings of historic and architectural importance or buildings with special features, these may have to be converted to other uses to achieve this goal. This would relate specifically to farm or estate houses that have been abandoned.

POLICY RAP 23 The conservation of buildings of historic or architectural importance to provide accommodation for new business services will be permitted if this is necessary to preserve the life of the building.

POLICY RAP 24 Recreational, educational and tourist related activities such as restaurants will normally be acceptable within redundant farm buildings, provided that its character and the use would not be detrimental to the rural area.

Sometimes an area may appear to be developed because of the number of buildings existing in the location. There may be pressure to approve other buildings in the area as there would have been the feeling that this is a growth area. However this has to be viewed against the background of the character and appearance of the countryside and the potential for setting precedents.

POLICY RAP 25 Proposals for new residential development outside of growth centres and villages 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.

POLICY RAP 26 Small scale businesses such as craft centres, souvenir shops etc. will be allowed in and adjoining the built up areas of villages and small towns where these are appropriate to the scale of the settlement and would not be detrimental to the amenity and character of the area.

Mining is an important economic activity and therefore minerals have to be protected so that the resource can be exploited when needed. The parish has large quantities of aggregate stone and clays which will be worked over time for their intrinsic value. Most of these are located in the rural area where extraction if not

FIFTH SCHEDULE, *contd.*

carefully carried out can leave scars on the landscape making it unsightly and susceptible to activities such as land slippage etc. Measures will therefore have to be taken to ensure that there is minimal impact on the environment during and after extraction.

- | | |
|---------------|--|
| POLICY RAP 27 | The operators of quarries or other mineral extraction activities will be required to restore the land to a condition satisfactory to the local planning authority in the shortest possible time after completion of the operation. |
| POLICY RAP 28 | The quarrying of land will not automatically render it as being suitable for development except in circumstances where it can be used for agricultural purposes. (See also Policy SP M) |

PETROL AND OIL FILLING STATIONS

Petrol Filling Stations are volatile developments and as such it is important that the design and location of the buildings and ancillary facilities be regulated by the planning authorities. Special attention will be given to access, egress and the relation of these to road intersections, the design, appearance and location on the site of buildings and ancillaries, the location of the proposed site in relation to existing or proposed development and the planting and protection of grass, trees and shrubs. In addition to the policies outlined below these developments will have to adhere to the guidelines listed in Appendix 8 hence this section should be used in conjunction with it.

- | | |
|--------------|--|
| POLICY PFS 1 | 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 from time to time. |
|--------------|--|

Filling stations should be established where they fulfil a need, and should not be located in isolated areas on highways where their existence depends solely on passing motorists. On single carriageways if stations are to be provided on either side of the road, they 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, they should be spaced at least 300m apart unless they are contiguous with a common entrance and exit. On dual carriageway roads, stations may be sited opposite to one another. Communities and commercial areas should benefit from their location as they can add to their economic activities whilst providing a service. Consideration will therefore be given to their placement to ensure that there are no adverse effects on the residents, adjacent development and traffic flow.

FIFTH SCHEDULE, *contd.*

POLICY PFS 2	Filling stations will not normally be permitted close together on one side of any road unless there is a similar provision on the other side sufficient to reduce traffic having to cross the road to get service.
POLICY PFS 3	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 and egress from such roads without disrupting the normal flow of traffic.
POLICY PFS 4	The layout and design of all filling stations should be in accordance with the guidelines in Appendix 8.
POLICY PFS 5	Permission will only be given for new stations where there will be no significant adverse effect on the amenity and environment of nearby occupiers, traffic levels on residential roads, nor risk to public safety.
POLICY PFS 6	Developments which are not sensitively designed with regards to noise and other nuisance and integrated with surrounding areas will not be given planning permission.

Trade effluent produced by activities associated with Petrol Filling Stations including hazardous wastes should at all times be properly handled, stored and disposed of. For those stations providing lubricating oil replacement services or other services generating chemical wastes, storage areas should be provided for subsequent chemical waste collection and disposal. No drainage should be provided to the chemical waste storage. The hazards associated with the emission of benzene (then a known carcinogen) can be minimized by the use of vapour recovery pumps. Where petrol contains benzene then mitigation measures should be in place to protect public and environmental health.

POLICY PFS 7	“Vapour recovery pumps” should be installed in all new petrol filling stations where the petrol being dispensed contains benzene.
POLICY PFS 8	The planning authority will ensure that petrol filling stations are suitably designed to manage trade effluent and hazardous waste produced according to applicable guidelines and standards.

CONTROL OF ADVERTISEMENT

The display of advertisement shall be controlled in accordance with the Town and Country Planning (Control of Advertisement) Regulation, 1978. The regulations were intended to make consent from the planning authority necessary for some

FIFTH SCHEDULE, *contd.*

advertisements others not needing consent or having deemed consent. It also imposes standards on all advertisement requiring them to be kept in a clean, tidy and safe condition and requiring permission from the owner to have them displayed on their property. It is intended to avoid proliferation of signage that can result in an unsightly and cluttered appearance on buildings or within a locality. Proposals will be assessed in terms of visual amenity and public safety and the existence of a poor quality sign will not be a precedent for similar displays.

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. The local planning authority will also take action under these regulations to remove signs that have been erected within main road corridors which are detrimental to the quality of the environment.

- | | |
|------------|---|
| POLICY CA1 | Advertisement shall be controlled in accordance with the guidelines provided in the Appendix 17 |
| POLICY CA2 | Advertisings should be designed such that they are appropriate to their surroundings in terms of scale, colour and material and are conscious of the architectural qualities of and building on which they are located. |
| POLICY CA3 | Advertisement hoardings and illuminated display panels will only be approved at sites where they are used as a design element and integrate well with their surroundings. |
| POLICY CA4 | Proposals for hoardings that screen a derelict site pending redevelopment or an acknowledged unsightly feature may be acceptable and will be considered on their merits. |
| POLICY CA5 | A discontinuance notice will be served where existing hoardings are an impediment to the comprehensive redevelopment of a site, a regeneration scheme or an area environmental improvement scheme. |

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 CA6 | 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. |
|------------|---|

FIFTH SCHEDULE, *contd.*

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.

POLICYCA7 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.

In addition to the above guidelines the local planning authority will assess the impact of advertisement on their location such as the street scene and consider proposals in terms of impact.

POLICYCA8 In assessing applications the local planning authority will take into consideration:

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

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, 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.

POLICYSPNH1 The planning authority will ensure that development proposals incorporate available information on multi-hazard vulnerability in the siting, design and layout of development.

FIFTH SCHEDULE, *contd.*

- POLICY SPNH2 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 SPNH3 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 SPNH4 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 SPNH5 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 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 SPNH6 The planning authority will seek to encourage the development of or improvements to the drainage infrastructure within the Order Area.

FIFTH SCHEDULE, *contd.*

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.

LOCAL PLANNING AREAS

This part of the Order presents the principles, objectives and policies that are applicable throughout the Local Planning Areas regardless of the land use designation, unless otherwise indicated. They should be read in conjunction with those contained in other parts of this Order.

These Local Planning Areas are Growth Centres which based upon specific spatial criteria help 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

FIFTH SCHEDULE, *contd.*

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 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.

However, there should be flexibility in the type of development that can take place in all spectrum 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.

Based on the foregoing, the following policies will be applicable in all Local Planning Areas (LPAs):

- | | |
|------------|---|
| POLICYLPA1 | 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 to undertaking income-generating activities. |
| POLICYLPA2 | 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. |

FIFTH SCHEDULE, *contd.*

MANDEVILLE LOCAL PLANNING AREA

Description

The Mandeville Local Planning Area (LPA) is the largest and busiest commercial hub in the Development Order Area and is classified as a Regional Centre in Jamaica's National Settlement Strategy (NSS). Mandeville is the capital of Manchester and the area boasts several shopping and office complexes as well as several transportation hubs. While commercial and office activities are dominant within the central section of the Local Planning Area, residential activities are concentrated throughout the northern, southern, eastern and western extents.

The Mandeville Local Planning Area is connected to two major Local Planning Areas namely Williamsfield and Newport; the eastern boundary of Mandeville LPA adjoins the western boundary of the Williamsfield LPA while the Newport LPA is located approximately 560 metres south of the Mandeville LPA boundary. The Winston Jones Highway and the Mandeville Bypass main road are two major corridors that span the northern and western boundaries of the Local Planning Area which provides multiple access points to the Local Planning Area and environs.

The area is approximately 6886.27 hectares with residential land use being the most dominant. The average residential lot size in this Local planning area is 0.5 hectares. The area has been identified as a node for increased residential densities due to its services, location, public transportation, lot sizes and proposed access to increased central sewerage facilities.

In 2011, according to the Statistical Institute of Jamaica Population Census Data, the population for Mandeville was 54,128 persons with approximately 35,965 persons recorded in the working age group. This represents a 6.7 percent increase from that of 2001 which had 50,507 persons. Consequently, a growth rate of approximately 0.69 per cent was recorded during that inter - censal period (2001 – 2011). Assuming that this growth rate remains constant, the population is expected to increase to 58,412 persons in 2030.

TRANSPORTATION AND TRAFFIC

A significant portion of the transportation services within the local planning area are provided by means of private motor vehicles but there is, however, a large percentage of person who rely on public transit mainly taxis. The Mandeville Local Planning Area is of major significance to the transportation system within Manchester and the core of the town acts as a hub for several routes including access to surrounding parishes.

The individually operated buses and minibuses also provide some transportation services. Traffic congestion is heaviest during peak hours along major thoroughfares such as Caledonia Road, Hargreaves Avenue, Main Street, South Racecourse

FIFTH SCHEDULE, *contd.*

Road, Park Crescent and Manchester Road with the exterior road network accommodating lower traffic volumes. The congestion along certain roads is due primarily to commercial and office uses along these roads, as well as the fact that they provide transportation services which are not accessible elsewhere in the LPA. These roads also provide prime linkages to various residential communities.

Public Transportation Centre

Public transportation operators have two main areas in the urban core of Mandeville that can be used while waiting for passengers. However, most of the mini-buses and taxis operate from the main parking area adjacent to the market and informally on other streets leading away from the market to the various outlying communities.

The buses and taxis that ply the various routes throughout the area or to other parishes arbitrarily pick up and set down passengers around and/or within the central area resulting in congestion along the major thoroughfares. There is an overall shortage of parking spaces for public transport. The Local Planning Authority needs to provide a Municipal Commercial Transport Hub.

- | | |
|--------------|--|
| POLICY MAT 1 | The local planning authority will seek to ensure that proper parking bays are marked out in the parking area located south of the central park and will cater to buses and taxis only that is licensed as public passenger vehicles. |
| POLICY MAT 2 | The local planning authority will seek to ensure the establishment of a transportation centre at an appropriate location within the town. |
| POLICY MAT 3 | The local planning authority will ensure that transportation routes and bays are clearly identified and marked within existing and proposed centres so that they can operate smoothly. |
| POLICY MAT 4 | The local planning authority will seek to ensure that the centre is provided with amenities necessary for the use and comfort of the vendors and commuters including those with disabilities such as snack counters and toilet facilities and that vending activities are regulated. |

Taxis and buses are parked along Nashville Road in the designated bus park exiting on to Main Street, Park Crescent and Manchester Road in the vicinity of KFC and in areas surrounding Cecil Charlton Park. Additionally these vehicles arbitrarily pick up and set down passengers around and/or within the central area resulting in congestion. In order to serve communities and meaningfully improve the quality of life of residents it is important that a properly designed public

FIFTH SCHEDULE, *contd.*

transportation system is introduced. This would assist in reducing congestion, air pollution and greenhouse gases and improve environmental standards.

POLICY MAT 5 The local planning authority will seek to ensure that suitable areas are identified for the pick-up and set-down of passengers from registered public passenger vehicles within the local planning area.

POLICY MAT 6 The local planning authority will seek to identify public transport routes within the Mandeville local planning area when the need arises and recommend their use to the transport operators.

POLICY MAT 7 The local planning authority will ensure that lands are identified and zoned for facilities related to the public transportation system.

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 minimizing the percentage of paved surfaces there is the added benefit of lessened storm water runoff, reduced localized flooding and reduction in the effects of the urban heat island.

POLICY MAT 8 All new developments having outdoor parking lots shall make use of green and or permeable parking surface techniques.

POLICY MAT 9 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.

Road Network

The road hierarchy in the town consists of eight major roads and a network of secondary feeder and access roads. Three of the major roads collect and distribute traffic going west of the town while the eastern end is served by the remaining five roads. The circulation pattern in the central area is quite good and contributes considerably to the life and trade that goes on in the commercial centre. However easy access and egress in the town is severely restricted especially in the general vicinity of Park Crescent. As a result, traffic congestion has become commonplace in the town centre during peak periods; in addition, through traffic and local area traffic are not separated and this further compounds the traffic chaos experienced on the main roads.

FIFTH SCHEDULE, *contd.*

Sidewalks are to be considered when roads are being developed. At times they are either not provided or are not suitable for traversing by the disabled community and other vulnerable groups including children and the elderly.

- | | |
|--------------|--|
| POLICY MAT10 | The local planning authority will promote the implementation of mechanisms which will improve the traffic congestion along Manchester Road in the vicinity of the market. |
| POLICY MAT11 | Proposed commercial, residential and industrial development on vacant land shall be served by a service road. Where feasible this road should connect to adjacent existing roads. |
| POLICY MAT12 | Access and egress onto distributor roads will be limited in order to facilitate a smooth flow of through traffic and improve traffic circulation in the town. |
| POLICY MAT13 | Development proposals shall be adequately setback from road boundaries as indicated in Appendix 22 to allow for road widening improvements including provisions for sidewalks, widening and street-scaping. |
| POLICY MAT14 | The planning authority will seek to ensure that adequate provisions are made for pedestrians which improve the walking conditions within the local planning area. |
| POLICY MAT15 | 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 and signage for the use and safety of pedestrians especially students including those with disabilities. |
| POLICY MAT16 | Ancillary utility services should be located that there will in no way obstruct sidewalk facilities. |
| POLICY MAT17 | The planning authority will seek to ensure consistency in the location and layout of street furniture and other structures within the road reservation including sidewalks to improve safety for pedestrians and disabled vulnerable groups. |
| POLICY MAT18 | Where sidewalks are being established the local planning authority will seek to ensure that these are complemented with planted verges and easily accessible. |

FIFTH SCHEDULE, *contd.*

To alleviate the traffic congestion in the town centre, a by-pass road was constructed to the north which stretches from the round-a-bout at Williamsfield to the round-a-bout at Greenvale. This road known as the “Winston Jones Highway” is a limited access road. Direct access/egress onto it from buildings will be prohibited and subdivisions and other developments along it should be served by a system of service roads.

POLICY MAT19 New developments along the “Winston Jones Highway, Mandeville Bypass, Greenvale Road, Spur Tree Road” shall be required to obtain access/egress from its own system of service roads with limited entry points onto the highway and only in exceptional circumstances where it can be shown that approval of such developments will not result in an adverse impact on the highway’s function as a major through road will access/egress be allowed onto the highway.

The natural growth in traffic volumes will in the future further increase the flow on some roads such as Decarteret, Newleigh, Manchester and Caledonia increasing the risks of accidents. Development which might adversely affect conditions on the main road network into and out of the town or cause problems in residential area may therefore have to be restricted.

POLICY MAT20 The Planning Authority will not support any new developments which would involve the construction of new accesses or the increased use of existing accesses onto primary roads or cause a material loss of residential amenity arising from a significant increase in the volume of traffic.

Vehicular Parking

Parking spaces for privately owned vehicles are difficult to find outside of the shopping plazas. Even these are now becoming congested as appropriate standards have not been used in determining requirements. Additionally, those accessing essential public services within the Mandeville LPA such as the post office, tax office, health centre, library and police station have difficulty in finding adequate parking. A certain amount of parking therefore has to be allowed on the streets thus adding to the congestion. New standards of parking provision will be applied to all new developments to minimize on street parking and traffic congestion and special areas will be identified for the parking of private motor vehicles only.

POLICY MAT21 The parking area located near to the Court House should not be used for taxis but for the provision of spaces for private cars only.

FIFTH SCHEDULE, *contd.*

- | | |
|---------------|---|
| POLICY MAT 22 | The local planning authority will support the use of lands adjoining the hospital site to the north for public parking area. |
| POLICY MAT 23 | The local planning authority will seek to identify and acquire lands at a suitable location within the Mandeville Local Planning Area to develop a public parking facility to satisfy the population needs. |

Parking provisions for new developments or replacement of spaces lost through development should be on site. However, there may be proposals for certain development where this may not be feasible or desirable. In such circumstances the planning authority will be prepared to consider the construction of a car park on a suitable site elsewhere in the town centre and in close proximity to the site being developed. There are several commercial complexes which provide parking for their patrons. However several neighbouring complexes which are void of the requisite parking have patrons which use these parking lots creating problems. The provision of adequate parking spaces for commercial, office and residential developments is also critical as it affects the traffic circulation and function of the roadways.

- | | |
|---------------|--|
| POLICY MAT 24 | The planning authority will not normally support proposals for new development or extensions unless the required number of parking spaces on site are provided or unless such provisions can be met on property in proximity which is owned by the developer or in which he has legal interest. Only the remainder of the property on which such parking is provided can be developed and any development on such property will have to provide its own parking. |
| POLICY MAT 25 | The planning authority will ensure that all development proposals provide the required parking requirements as outlined in Appendix 7 of this Order. |

HOUSING

The demand for housing generally increases in the urban areas as the formation of new households and population also increases. This increase may be attributed to population growth and rural-urban migration stimulated by a desire for an improved quality of life close to urban growth centres.

Based on STATIN, 2011 the total number of households was 18,872 while the total number of housing units was 14,219. The total number of dwelling units amounted to 16,437. Based on the fact that the average household size is 3.1 persons, this suggests that there is a need for 1,023 dwelling units in Mandeville.

FIFTH SCHEDULE, *contd.*

In recent times there have been several initiatives by both the public and private sector to increase housing stock in Mandeville.

Generally, the town is characterised by low density development with some of the more affluent communities being located within easy reach of the urban core. Because of the constraints to land development some of the areas on the outskirts of the town are not entirely suitable for housing development hence the desire to have higher densities in these areas.

It is important that further permeation of the residential area by non-conforming uses is prevented, and illegal and un-neighbourly uses are removed.

POLICY MAH1 Residential development will be encouraged in areas identified for that purpose near to the town centre and shown on the land use map and non-residential uses will not normally be allowed on those properties now being used for residential purpose except in extenuating circumstances and where there is a level of compatibility.

POLICY MAH2 The planning authority will not normally support non-residential development on lots zoned for residential uses.

POLICY MAH3 Permission will not be normally be given for housing developments in areas where sink holes and depressions are located if their functions will be obstructed in any way.

The value of land in Mandeville which is fuelled by inflation and the influx of returning residents, results in very high land prices and reduced afford ability for lower and middle income earners. Houses and lot sizes are large and densities are low. Housing is therefore inaccessible to many local residents and highlights the need for multi-family development in an effort to reduce cost and allow for more efficient use of expensive land. The use of a density range allows developers to vary the size and bulk of structures on a site.

POLICY MAH4 In order to satisfy low income housing demand a mixture of housing types will be allowed in areas zoned for residential purposes.

POLICY MAH5 A mix of housing types including starter units and semi-detached units of appropriate price points for low income earners may be permitted in suitable locations especially those being financed by the National Housing Trust.

POLICY MAH6 Where incentives for development have been provided by any agency of government the planning authority will seek to ensure that such developments include units provided for lower income earners and for persons with disabilities.

FIFTH SCHEDULE, *contd.*

- | | |
|--------------|--|
| POLICY MA H7 | Densities will take into consideration the character and interest of surrounding developments but shall not exceed 250 habitable rooms per hectare (100 habitable rooms per acre) with building heights not exceeding eight (8) storeys for residential lots in areas that are connected to a central sewage system, have the requisite supporting infrastructure and where all other planning guidelines are met to include lot size, parking etcetera. (See Map 2) |
| POLICY MA H8 | Multifamily developments may be permitted on parcels of land which are 0.2 hectares (1/2 an acre) and over in area. Developments may be considered on smaller parcels of land once the required planning guidelines can be met to the satisfaction of the planning authority and will be considered on their own merit. |
| POLICY MA H9 | In dealing with applications for multi-family development the planning authority will take into consideration the factors listed in Appendix 10. |

Outside of the urban core, that is in the suburban areas the residential uses are mainly single-family detached dwelling units; with an emerging trend towards apartments and townhouses in the lower elevations.

- | | |
|---------------|---|
| POLICY MA H10 | Residential single family units or duplex dwellings will be allowed on lots which satisfy the relevant planning guidelines. |
|---------------|---|

The need for privacy between adjacent residential buildings is being hampered by the practice of locating them onto or almost onto property boundaries. Due regard will be given to this aspect of development in dealing with applications, to ensure that there is no discomfort to neighbours.

- | | |
|---------------|---|
| POLICY MA H11 | New residential proposals must adhere to the lot coverage requirements provided and maintain the distance between buildings and property boundaries as stipulated in the Appendix 10 of this order. |
|---------------|---|

- | | |
|---------------|--|
| POLICY MA H12 | Minimum setbacks from property boundaries should conform to the guidelines in Appendix 22. |
|---------------|--|

The opportunity for relaxation is essential for adults and children of all ages. Amenity space for different physical and intellectual abilities especially in the urban and other built up areas is necessary. It is intended therefore that the requirements set out below result in the provision of adequate amenity areas that are well designed and equipped and is accessible to the urban neighbourhood. In

FIFTH SCHEDULE, *contd.*

terms of single family detached and semi-detached housing such requirements will normally relate to new developments in excess of 10 units, but applicable to all new town houses and apartment development irrespective of the number of units.

POLICY MAH13 New multi-family developments (apartment/ townhouse) are expected to provide amenity area in accordance with the guidelines in the Appendix 10.

POLICY MAH14 In new housing developments provision for children's play area is to be made within the open space reservation to an approximate level of 7.5 square metres per family dwelling and be designed and equipped to the satisfaction of the planning authority.

POLICY MAH15 The location siting and design of play spaces must take into account the need to provide safe access, road safety, supervision, the need to avoid nuisance to residents and should also take into account the need of children of different ages and sex.

POLICY MAH16 Where appropriate, amenity areas should have facilities and access suitable for all persons including those with children, the elderly and those with disabilities.

Informal settlement is not a major problem within the Mandeville Local Planning Area. However these areas exist in some sections of Battersea and Retford where structures range from poor to excellent condition. The land available for housing development in Montego Bay is limited and also a very expensive resource, hence the provision of housing solutions to meet all needs has to be a strategic direction of the authorities. Generally, the deficit in the formal sector appears to correlate strongly with the increase in squatter housing over the years.

POLICY MAH17 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 safe and satisfactory standards of development.

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 areas, such as Brumalia etc. The local planning authority will not normally support such changes.

POLICY MAH18 There will be a strong presumption against industrial and commercial uses that are not providing an essential service

FIFTH SCHEDULE, *contd.*

or facility to a residential community being located within said community.

- POLICY MA H19 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 compatible with residential uses and is normally carried out in the day time and the amenity, privacy and enjoyment of neighbouring dwellings are not adversely affected.

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 they would have to travel to do so. It would therefore be useful if shopping outlets could be provided in these developments, such as Perth and Moorlands, 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 MA H20 Planning permission will be granted for limited commercial facilities in housing area; where it provides convenience shopping mainly to the local community.

In sections of the local area where there is a mixture of residential and commercial uses, the commercial use will be dominant and positioned toward the front of the designated lot/s.

- POLICY MA H21 Planning permission will only be granted for commercial development within housing areas if it provides an essential service or facility to the community. The necessary requirement for parking should be provided and the proposed commercial uses should have no adverse impact upon the amenity of neighbouring properties.

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

- POLICY MA H22 The local planning authority will support infill residential developments within premature residential developments to satisfy the housing need within the local planning area before additional lands are allocated for residential purposes.

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

FIFTH SCHEDULE, *contd.*

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

POLICY MA H23 No housing development will be allowed on land that where the slope is greater than thirty degrees (30° or 58%) and unstable, vulnerable to erosion, slippage, subsidence, flooding or other natural hazards or unless satisfactory engineering works are submitted and approved by the local planning authority. See Hillside Development Manual for Jamaica, prepared by the Mines and Geology Division.

POLICY MA H24 Density in hilly areas shall be in accordance with the hillside development Manual for Jamaica which has been developed for these areas. Guidelines in Appendix 23 also applies.

CONSERVATION OF THE NATURAL & BUILT ENVIRONMENT

Natural Environment

Mandeville remains essentially a green town as most of the limestone hills within the boundary have retained their original forests. Some of these are best kept in their existing form to protect surrounding uses from erosion or degradation. Destruction of these features can pose environmental hazards, such as landslides and localized flooding. The western boundary is marked by the Spur Tree hills fault line. These areas should be protected and carefully monitored to ensure that they are not destroyed by development.

POLICY MAC1 Proposed developments which would conflict with or in any way destroy the amenities of the bird sanctuary located both inside and outside of the Mandeville LPA will not be supported or given permission by the planning authority.

POLICY MAC2 Development proposal in the vicinity of the Spur Tree Hill fault line will be carefully assessed and monitored to ensure the protection of the area and safety of residents.

POLICY MAC3 An Environmental Impact Assessment (EIA) may be required for any development that could potentially have significant effects on areas zoned for conservation and will normally include climate change considerations.

Notwithstanding the fact that most of the forested limestone hills still exist, there is evidence that deforestation is taking place, especially in the Brumalia area and the green nature of Mandeville is now being threatened. Further construction should integrate the need to retain tree cover as far as is practicable. The hills must be allowed to remain forested to a certain extent as they act as sponges to absorb surface run-off.

FIFTH SCHEDULE, *contd.*

POLICY MAC4 Development applications for areas in forested hills will be required to show areas preserving trees or clusters of trees as far as is practicable for conservation purposes.

Trees are important to the visual quality of the built up area and should therefore be preserved. The Municipal Corporation has the power to place Tree Preservation Orders on trees of importance and the local planning authority will encourage them to do so where necessary.

POLICY MAC5 Planning permission will not be given for developments likely to result in damage to or loss of trees which make significant contribution to the character and appearance of the Mandeville local planning area and where necessary these will be protected by Tree Preservation Order.

The Built Environment

Mandeville is home to several declared national historical sites, the preservation and conservation of which will support the local identity and contribute new sources of income to the economy. Prior to the refurbishing of any listed buildings or development on heritage sites consultations must be held with the Jamaica National Heritage Trust (JNHT) to ensure conformity with their requirements.

The five sites that have been identified in the town of Mandeville and are protected by the Jamaica National Heritage Trust as national monuments are the Parish Church opened in 1820, the Court House which is a good example of local architecture and was built in 1820, the Rectory which was constructed as the residence for the church's rector and is the oldest house in the town, the Goal and Workhouse which is now the site of the Police Station, and the Mandeville Hotel. This hotel was originally the barracks for the English troops when the town was used as barracks. After the demise of the troops the building was used as a hotel and has experienced several name changes. These sites should be protected and preserved for their historical and aesthetic values.

POLICY MAC6 The Planning Authority will endeavour to protect, preserve and enhance the special character and environs of historical buildings especially those protected under the National Heritage Trust Act and permission will not be given for any development which would in anyway threaten or be detrimental to their existence or that of their environs.

POLICY MAC7 The planning authority will seek to preserve the structure and façade of buildings and structures representing period architecture and will seek to preserve the setting and amenity of surrounding grounds.

FIFTH SCHEDULE, *contd.*

- POLICY MAC8 The planning authority will support new uses for the listed historical building such as museums and cultural centres and restoration where necessary to their original condition to make them enjoyable for locals and tourist and to generate funds for their continued maintenance.

Some historical sites are located on private property and the owners in the interest of the local area's history should try to ensure that they are maintained. Where they are unable to do so, the local planning authority will encourage the local authority and the Jamaica National Heritage Trust to find aid in assisting them to do so.

- POLICY MAC9 Owners of property on which there are historic buildings or relics should have them restored and preserved where possible or cause them to be preserved and restored within a compatible environment as much as possible.

URBAN ECONOMY

Mandeville is the major administrative centre in the parish and as such acts as the main economic hub, which enables job creation in the commercial, industrial and service sectors. Commercial and office complexes are a focal point of the town centre. Such activities are gradually being introduced into the residential areas mainly to the north, west and south of the local planning area. 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.

Agriculture also plays an important role in this regard although it is only domestic crops that are grown. The mining industry does not contribute significantly to the employed labour force but is significant in the growth and development of the area while tourism has been contributing more to the economy and employment in this sector is on the increase. Special attention will have to be given to activities which will diversify the economy and to create more jobs for residents if there is to be a sustained and balanced development of the area. This will most likely be achieved through commerce which has been growing in importance with manufacturing being the sector most likely to spearhead the diversification.

- POLICY MAUE1 Commercial type development within the town centre of Mandeville, should meet all specifications as set out by the local planning authority and conform to guidelines set out in Appendix 7.

FIFTH SCHEDULE, *contd.*

POLICY MA UE2	Mixed use developments where office and commercial uses are housed in the same building will generally be supported.
POLICY MA UE3	Areas zoned for mixed use developments (residential, office and commercial uses) as identified on the Mandeville Land Use Proposals (Inset 1) should take into consideration the amenity of the surrounding uses where the privacy and enjoyment of neighbouring dwellings is not adversely affected.
POLICY MA UE4	New proposals comprising mixed residential and professional office may be considered in areas zoned for this use and must satisfy a ratio of at least 60:40 residential to office development respectively and the other requirements for such development.
POLICY MA UE5	Where non-residential development adjoins residential uses the planning authority may vary setback, height and other relevant requirements or standards in order to safeguard residential amenities.
POLICY MA UE6	Where non-residential uses are contemplated on lots zoned for residential use, the development shall not normally exceed four (4) storeys in height and site coverage of 50% and should not affect the residential amenity of the adjoining sites.

In addition to commercial, manufacturing and industrial facilities provide significant employment opportunities which are vital to the economic prosperity of the local planning area.

POLICY MA UE7	Light industrial uses will be allowed in areas zoned commercial or office/commercial activities as long as they will have no harmful effects on the amenities and infrastructure existing in the locale where they will be established. These will be assessed on their own merit.
POLICY MA UE8	Light industrial may be allowed within the mixed use area as identified and where the privacy and enjoyment of neighbouring dwellings is not adversely affected. These developments will be considered on their own merit and will be subject to the relevant policies of this Order.

The Mandeville market plays a significant role in the economy of the local planning area. It is the traditional market for Mandeville attracting small vendors selling fruits and vegetables. The market is in need of improvements and maintenance.

FIFTH SCHEDULE, *contd.*

POLICY MA UE9 The local planning authority will support the upgrading of the market and will seek to ensure that there are adequate facilities for both vendors and customers in terms of layout of stalls, paving, shelter, sanitary conveniences and adequate parking.

The redevelopment and refurbishing of retailing floor space in the urban core will be supported and new developments with increased space to allow larger retailers encouraged.

POLICY MA UE10 New retail development that will enhance the vitality of the city centre will be supported.

POLICY MA UE11 New developments will be required to provide adequate parking facilities for people with disabilities in such a position that it enables safe and convenient access to the development.

POLICY MA UE12 The local planning authority will encourage that in all new developments open to the public and where practicable and reasonable, the change of use, alteration or extension to buildings of any given use provide suitable access and facilities for disabled.

POLICY MA UE13 All new shopping centres, hotels and other service facilities used by the general public should have public sanitary convenience for both the able and disabled in accordance with the standards set out in the Development and Investment Manual, Volume 1, Section 1—Chapter 2 prepared by the National Environment and Planning Agency 2005.

POLICY MA UE14 All public buildings should be designed so that the disabled can access them easily and such designs should be consistent with the specifications within the Appendices 7 and 9 and Figure 2.

POLICY MA UE15 Developers will be required to provide vehicle loading and off-loading bays within the curtilage of the site to be developed as set out in Appendix 7.

POLICY MA UE16 Loading and unloading of vehicles may be provided at the side or rear of the premises in cases where Policy MA UE15 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.

FIFTH SCHEDULE, *contd.*

SUB-URBAN ECONOMY

To reduce the concentration of commercial activities in, and the number of shopping trips to the town centre and the resultant congestion a number of commercial areas are provided in the sub-urban area. Some of these already have commercial activities and will be developed into small commercial nodes.

POLICY MASUE1 The establishment and development of small business activities will be encouraged in the commercial nodes which have been identified in the sub-urban areas and shown on the land use maps.

In order to promote the uniformity and consistency of land use in Mandeville some areas along the Spur Tree main road has been zoned for industrial use. The location provides easy access to Kingston and other areas without having to go through the centre of the town.

POLICY MASUE2 The establishment of light and heavy industrial complexes will be encouraged in the areas such as Hope, Kingsland and Newark, which have been identified on the land use map for this purpose.

POLICY MASUE3 Commercial uses proposed in areas zoned for Commercial/ Heavy Industry or should be ancillary to the industrial use.

Subsistence agriculture is practiced on a large scale in the sub-urban area of Mandeville and contributes to the economy of the areas in which they are located. This type of activity will be protected and encouraged.

POLICY MASUE4 Planning permission will not normally be granted for developments that will result in a loss of agricultural employment and which will help to further restrict the areas economic base.

POLICY MASUE5 The local planning authority will give due consideration to the establishment of agro-industrial development at suitable locations where the infrastructural facilities are available and where surrounding amenities will not be adversely affected.

POLICY MASUE6 Agro-industrial development will be supported in areas identified for industrial use and on reclaimed mined out lands where this is possible.

POLICY MASUE7 High-tech industries will be supported in areas identified for industrial use and on reclaimed mined out lands where appropriate.

FIFTH SCHEDULE, *contd.*

Self-employment is widespread. There are increased opportunities to obtain loans to expand small businesses or cottage industries.

POLICY MA SUE8 The operation of small cottage industries will be supported provided that it will not create a nuisance, nor affect the character and appearance of the neighbourhood in anyway.

TOURISM

The tourism industry is not vibrant in Mandeville and there are only two hotels and six guest houses in the area. This is probably due to the sea and sand concept that is at the heart of the Jamaica tourist industry. However, more tourists are expected to travel to the southern section of the island and the situation in Mandeville should improve significantly as it is now on the rise. 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. The new proposals will therefore need to be satisfactorily designed and located in terms of their likely effect on the main road, safety and other visual impacts.

POLICY MA TO1 New hotels and tourism developments will be supported in areas where these are already located and in other areas where they will not be detrimental to the nature and character of the area.

POLICY MA TO2 The planning authority should support proposals for eco-tourism, agritourism and cultural heritage activities that preside upon community tourism provided that they conform to the prescribed historical, environmental and planning guidelines, to the satisfaction of the local authority.

POLICY MA TO3 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 on site, along with the necessary amenities. This may however, be located elsewhere dependent on the demand although the quantum and location is to be decided by the local planning authority.

POLICY MA TO4 The Village Green area, the parish church, the court house and other sites of historical interest in the town will be preserved as tourist attractions.

To diversify the economic base residents in the sub-urban area will be encouraged to get involved in providing suitable holiday accommodation in their homes. This activity would have to be compatible with the areas in which they are to be located.

FIFTH SCHEDULE, *contd.*

POLICY MATO5 Extensions to existing buildings to accommodate guests will normally be supported, provided that there is adequate amenity, the character of the building and its locality will not be affected and it conforms to other related policies in this Order.

Tourism facilities will be encouraged in the built up area to encourage visitors and to add to the economic activities. However, they should be compatible with the amenities and the interests of local residents should be safeguarded.

POLICY MATO6 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 MATO7 The planning authority will support proposals for development of small-scale cottage type accommodations such as villas and guesthouses in areas zoned for resort/residential uses on the Mandeville Land Use Proposal Map as long as these are not detrimental or incompatible with the area having regard to their impact on residential and visual amenity, and should have no adverse impacts on the site to be developed or on neighbouring sites.

SOCIAL AMENITIES

Mandeville is a major spot for gathering and social interactions. The Local Planning Area currently has limited public open spaces and recreation facilities within its boundary. The Cecil Charlton Park and Brooks Park are major recreational areas with other facilities located on the properties of schools. This has resulted in the lack of easy access to some of the social needs of the residents.

POLICY MASA1 The local planning authority should ensure that social facilities have adequate access and amenities for person with disabilities.

Recreation and Open Spaces

Organized open space is limited in the town of Mandeville. A golf course is within walking distance of the town centre and across from it is a reservation for public open space by way of Brooks Park Sports and Recreational Complex. There is also the Cecil Charlton Park named for a former mayor, which is the main focal point for the hosting of events and other social interactions within the town centre of Mandeville. However, there are many vacant lots scattered throughout the town that were left as open space reservation in subdivisions as condition of approval

FIFTH SCHEDULE, *contd.*

such as the Ingleside Wellness & Recreation Centre. In future, conditions will be imposed requiring the development of these areas by the developers of the scheme in partnership with the residents.

The local planning authority will seek to ensure that lands are secured to augment public open space and recreational areas within this locality. This should be included in the plan for a system of open and recreational spaces which serves the recreational needs of the Order area. In such cases Government owned lands will first be considered.

- | | |
|---------------|--|
| POLICY MA SA2 | The planning authority will seek to ensure that areas left as open space in residential subdivisions are developed and maintained only for that purpose. |
| POLICY MA SA3 | Areas left as amenity spaces in new housing development shall be landscaped and/or otherwise be developed for passive/active recreational purposes by the developer during development. |
| POLICY MA SA4 | All lots within Mandeville Local Planning Area that are identified as public open spaces or amenity areas or that may from time to time be identified as such shall be developed only for that purpose. |
| POLICY MA SA5 | Brooks Park as a public open space shall be further developed and maintained for the recreational needs of the parish and the region. |
| POLICY MA SA6 | The planning authority will identify and seek to acquire lands in suitable locations within the Mandeville Local Planning Area to facilitate the development of public open space and amenity areas to satisfy the population needs. |
| POLICY MA SA7 | The planning authority will not support any uses or structures that do not complement the use of any public open space or amenity area. |

Whilst recognizing the importance of private sports clubs to the overall level of recreation provision it is essential that these areas do not cause increased disturbance to people living nearby. This is especially important as some sports club tend to cater for social functions and stay open late at night. Where flood lighting is proposed the local planning authority will impose conditions on use and location to ensure that they do not disturb adjacent residential properties.

- | | |
|---------------|---|
| POLICY MA SA8 | Within areas of primarily residential use, development for entertainment purposes will not normally be permitted except |
|---------------|---|

FIFTH SCHEDULE, *contd.*

where it can be shown that the proposed development would be in keeping with the character of the area and would not prove detrimental to the amenities of local residents.

There are signs that effort is being made to maintain the greenery in the original town through the landscaping of the grounds of commercial buildings. To ensure its continuity, all such developments as well as those for high density residential activities will require landscaping plans which will have to be implemented in conjunction with the completion of the building.

POLICY MA SA9 Applications for townhouse, apartment and commercial developments in the town area should be accompanied by a landscape plan which is to be implemented in conjunction with the completion of the buildings.

The town has six community centres which are being used for a number of different purposes. They are maintained by citizens and service clubs in the areas in which they are located. It is expected that this trend will continue and will therefore be encouraged.

POLICY MA SA10 Buildings and facilities which are being constructed for recreational use shall be designed so that they can be used for a wide variety of purposes, such as training centres, multi-purpose facilities etc.

POLICY MA SA11 The use of social facilities for other compatible uses will normally be supported by the planning authority provided the requirements for existing uses are not compromised and the proposals would not be out of character with the area.

POLICY MA SA12 All proposed recreational uses must take into consideration access for persons with disabilities and special needs.

Institutional

There are several educational/institutional uses within the local planning area to include several schools, churches and health facilities. These range from early childhood centres and daycares to tertiary institutions; the major one being the Northern Caribbean University formerly West Indies College. There are also two major hospitals, one public the other private, namely the Mandeville Regional Hospital and the Hargreaves Memorial Hospital and three major health centres (Lincoln, Royal Flat and Mandeville Comprehensive). There are also various training institutions and a dance school, the Khulcha Theatre School of Dance.

POLICY MA SA13 Building heights for new schools should not exceed (one) 1 storey for basic schools and three (3) storeys for primary

FIFTH SCHEDULE, *contd.*

and high schools and should where applicable be in accordance with the building and design guidelines of the relevant Ministry.

- | | |
|----------------|---|
| POLICY MA SA14 | The expansion of existing educational institutions will normally be supported in keeping with the development guidelines provided in this Order to the satisfaction of the planning authority. |
| POLICY MA SA15 | Building heights for institutional uses shall be in keeping with the allowable height and density guidelines for the locality and should not negatively affect the amenity of the area. |
| POLICY MA SA16 | 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 MA SA17 | New proposals and extensions for educational and institutional uses will be assessed on their own merit and shall conform to all required planning standards and the standards of the relevant Ministry. |
| POLICY MA SA18 | Development of new places of worship or religious instruction, shall not exceed two storey's and should not negatively affect the amenity of the area. Minimum setbacks from property boundaries should be as set out in Appendix 22 or the Development and Investment Manual and shall be considered on their own merit. |

There is to be an educational/school zone established in the Mandeville Local Planning Area from the intersection of Villa and Decarteret Road to the intersection of Newleigh and Decarteret.

- | | |
|----------------|---|
| POLICY MA SA19 | The Planning Authority will support the establishment of an educational zone in the proximity of Decarteret Road and Manchester Road. Within the educational zone uses that are detrimental to the amenity of educational facilities and other institutions will not normally be allowed. |
|----------------|---|

Although health centres in Mandeville are generally in good condition there is a overall need for upgrading. The Mandeville Comprehensive Health Centre facility is currently overwhelmed due to the growing population and increased demand for services offered.

FIFTH SCHEDULE, *contd.*

- POLICY MA SA20 Where possible the local planning authority will identify and seek to acquire lands in suitable locations within the Mandeville Local Planning Area to facilitate the expansion of health centres where required to satisfy the population needs.

Cemetery

Mandeville is served by one private cemetery and two public cemeteries, however the Mandeville Public Cemetery is now full while the Melrose Public Cemetery is heavily utilized as it shares space with residents of Clarendon. The spaces at Melrose are quickly being utilized and the need for another location to establish a cemetery is required. In the interim other forms of burial will be supported such as crematorium and should be pursued by the local authority in an effort to save land space and protect the environment.

- POLICY MA SA21 The local planning authority will seek to identify suitable lands to establish a new cemetery. These lands shall be used for that purpose only and any other use will only be allowed after a suitable replacement site is identified and developed.
- POLICY MA SA22 The local planning authority will support the establishment of crematorium in location appropriate for such development, so that cremation can be an alternative to burial, and will explore other legal means of disposing of bodies that will occupy less land space and is adaptable to and is environmentally friendly.

CONTROL OF ADVERTISEMENT

Advertisements are vital to business and important in disseminating information. Measures are needed to ensure that the character and appearance of the area is not compromised. Guidelines are set by the regulations as to the size, height and placement of the advertisements; however their location and appearance throughout the local planning area will have to be addressed.

- POLICY MA CA1 As a general rule there will be no advertisements on historical buildings but in situations where they are allowed they should respect the character of the buildings and be compatible with the areas architectural features.

Within commercial areas a reasonable degree of advertising will be allowed where it is related to the scale of surrounding buildings and not detrimental to the amenities of any residents overlooking the site.

FIFTH SCHEDULE, *contd.*

- | | |
|---------------|--|
| POLICY MA CA2 | Small scale advertisements not exceeding 1.6 square metres will normally be permitted in predominantly commercial locations or if displayed in conjunction with existing business premises. The number of the advertisements should be in proportion to the size of the business premises and the extent of road frontage. |
| POLICY MA CA3 | Signs and advertisement must be well designed and sensitively located within the street scape. When considering advertisement in other location the local planning authority will have regard to the circumstances of each case and the interest of amenities and public safety. (See also Control of Advertisements). |
| POLICY MA CA4 | Signs adhering to the guidelines set out by regulations will only be permitted by the planning authority in areas where they do not distract road users, cause clutter or become unsightly and detract from the character and appearance of the area. |
| POLICY MA CA5 | The local planning authority will encourage the placement of advertisement on commercial and other office buildings in accordance with the advertisement regulations. |

MINING

In 1942, Manchester was found to have one of the largest deposits of bauxite in the country. This discovery led to the growth and development Manchester's economy along with agriculture. Bauxite mining and quarry operations occur within the Mandeville town limits. The mining companies have leases on lands in the western and south western sections of the town. The exploitation of these minerals therefore has an impact on the environment and economy of the area. Any permission for development in these areas will give due consideration to nuisances that may arise. Although minerals can only be mined where they are located, the process should not be extended as it could eventually destroy the amenities of the areas and cause harm to individuals.

- | | |
|--------------|--|
| POLICY MA M1 | The planning authority will not normally support quarry operations in locations outside of Quarry Zones as identified and approved by the Commissioner of Mines, and no permission will be granted for operation outside of this area except in extenuating circumstances. |
| POLICY MA M2 | Planning permission will normally be granted for the exploitation of mineral resources as long as it is not |

FIFTH SCHEDULE, *contd.*

deleterious to the environment and where appropriate restoration steps can be undertaken after mining.

POLICY MA M3	Planning permission will not normally be granted for development in areas immediately surrounding mineral deposits or in areas with known mineral deposits which will be required for exploitation on a commercial basis.
POLICY MA M4	Planning permission will not normally be granted for non-compatible development such as residential uses etc., in areas immediately surrounding mineral deposits, in areas with known mineral deposits which will be required for exploitation or in areas with activities ancillary to quarry operations e.g. factories, mud lakes etc.
POLICY MA M5	Where quarrying operations have occurred, the rehabilitation or restoration, which should contemplate some form of use of the quarried areas, should be undertaken in accordance with the guidelines indicated in the Sectoral Policies which includes the reprofiling, stabilization, treatment and vegetation of the exposed sites.
POLICY MA M6	Where quarrying operations have occurred, the rehabilitation or restoration of mines, should involve the transformation into a safe and stable landform that is non-polluting, but still providing various economic support activities to new land users.
POLICY MA M7	Where quarrying operations are likely to leave a scar on the landscape, the area is to be re-vegetated by the operator as soon as the operation ceases.
POLICY MA M8	Where quarrying operations have occurred, rehabilitation or restoration exercises should seek to minimize negative and maximize positive impacts on local communities.
POLICY MA M9	The relevant local authority should ensure that mine closure plans including rehabilitation plans are included in the permit process and that there is continuous emphasis on planning for closure.

WATER SUPPLY

Mandeville receives its public water supply from wells located in Pepper, St. Elizabeth, and Porus located on the border with Clarendon. Given the capacity of

FIFTH SCHEDULE, *contd.*

the existing sources Mandeville is not adequately supplied with water. The Water Resources Authority are advising residents that it is prudent for them to build catchment tanks to supplement the public system in the future. In general the daily distribution across the local planning area is poor. For instance, residents in higher elevations have to rely on catchment tanks for their supply. Additionally, Jamaica's freshwater resources are threatened by climate change.

It is the intention of the National Water Commission under the Jamaica South Coast Towns Water Supply and Centralised Sewerage System Improvement – Master Development Plan to undertake the implementation of centralized sewerage systems for Jamaica's major towns and parish capitals to include Old Harbour-St. Catherine, May Pen – Clarendon and Manchester – Mandeville.

Sixty-two per cent (62%) of residents within the local planning area have access to piped water while the remaining percentage uses catchments and other water sources.

- | | |
|---------------|---|
| POLICY MA WS1 | The construction of rain water catchment tanks will be encouraged in new residential and other developments as a supplement to the public water supply system. |
| POLICY MA WS2 | The planning authority will not grant permission for any development which does not provide suitable and adequate water supply. This may take the form of a catchment tank or other facility to satisfy water supply requirements. |
| POLICY MA WS3 | 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 where appropriate within the order area. |
| POLICY MA WS4 | The planning authority, in consultation with the National Water Commission or private water supply entities, will seek to locate and secure lands/easements for the accommodation of infrastructure to support the water distribution system. |
| POLICY MA WS5 | The relevant authorities will ensure that the existing public water supply system infrastructure is improved to adequately service the local planning area. |

WASTE TREATMENT AND DISPOSAL

Sewage Disposal

Mandeville has no central sewage treatment facility that serves the entire town. There are two small plants operated by the National Water Commission and the

FIFTH SCHEDULE, *contd.*

Manchester Municipal Corporation located in and serving a part of the town's commercial core. If higher densities are to be allowed in the town then it will be necessary for developers to make provisions for a central collection and disposal system to be installed by the responsible authority.

POLICY MA WT1 Consideration will not be given to high density development unless sewage disposal is by means of a central collection and treatment system or a system that meets the requirements of the relevant Ministry and the Natural Resources Conservation Authority.

POLICY MA WT2 The minimum sewage disposal methods which will be permitted for any development includes but is not limited to:—

- (a) Septic tank and tile field.
- (b) Ventilated improved pit latrine (VIP)
- (c) Any other safe and appropriate waste disposal technology that may be developed at the time.

There are three main sewage treatment and disposal methods used in Mandeville, namely a) on-site sewage treatment and disposal, b) the central sewerage system and c) privately operated sewerage system. On site sewerage disposal used for several years was mainly septic tanks with absorption pits or tile fields and posed great risks to the environment.

POLICY MA WT3 Single family houses on individual lots will be expected to have sewage disposal by means satisfactory to the health authorities and any other applicable responsible agency.

POLICY MA WT4 Development; including new buildings and extensions; in areas without central sewage, must provide a waste treatment facility that treats sewage to a tertiary level and for trade effluent to the pre-treatment standards as stipulated by the Natural Resources Conservation Authority.

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 MA WT5 No sewage and disposal system should be developed within depression or sinkhole regions that are already reserved for natural drainage. In cases where a depression

FIFTH SCHEDULE, *contd.*

or sinkhole is located on the site, then the sewage disposal system should be at a location determined by the relevant planning authorities.

- POLICY MA WT6 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 an approved method of disposal be used for developments outside the central collection system.

- POLICY MA WT7 Any new development or extension to existing development within the sewered area should be connected to the central sewerage system or make adequate arrangements for doing so with the operators of the system.

- POLICY MA WT8 To protect the environment, it is expected that on the introduction of central sewage system all developments will connect to the public central system within a reasonable time as determined by the National Water Commission.

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 MA WT9 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 and should meet the requirements satisfactory to the health authorities and any other applicable responsible agency.

Recycling of Wastewater

Due to high cost and the difficulty experienced in providing a potable domestic water supply system to the Mandeville Local Planning Area, the recycling of grey water and the harvesting of rain water should be considered. Waste water from basins, baths, and showers can be disinfected and used a second time to flush lavatories or to water gardens. In this way domestic water consumption can be substantially reduced and controlled.

FIFTH SCHEDULE, *contd.*

POLICY MA WT10 The use of rain water and recycled grey water for some secondary uses in buildings will be encouraged and provision should be made for this in development proposals.

POLICY MA WT11 New housing developments which are served with a piped domestic water supply system should make provision for the use of rain water and grey water for the watering of plants and gardens.

Black water from the lavatory, kitchen sinks, and dish washers go directly to the sewers and into the treatment plant. However, where treatment is by means of stabilization ponds or secondary system in a mechanical plant, the outfall can be used to water large landscaped areas or golf courses thereby reducing the consumption of water for this purpose.

POLICY MA WT12 Developments with large landscaped grounds and golf courses should make provision for the use of recycled water to irrigate these areas.

Solid Waste Disposal

The Southern Parks and Markets Limited which is located in Mandeville operates two disposal sites within the wasteshed region that includes the parishes of Manchester, Clarendon and St. Elizabeth. The Martins Hill disposal site is located in proximity to the Mandeville Local Planning Area while the Myersville disposal site is located in St. Elizabeth. The current site does not meet the international standards for a sanitary landfill and is expected to have only about five useable years remaining. A new site for a landfill is therefore an urgent requirement as the existing one is almost beyond its useful life. Under such circumstances it is important that the local authorities develop in the short term a closure plan for the site, the result of which should encourage the long-term action of closing the disposal site as well as establishing a new sanitary landfill. The new site to be identified by the local planning authority will include the establishment of a system of capturing and burning biogas generated by onsite waste disposal. This will result in the reduction of greenhouse gas emissions through methane destruction.

POLICY MA WT13 The local planning authority along with the local authority and the support of the National Solid Waste Management Authority will seek to identify a suitable area to be used as a landfill site for the mentioned parishes and one in which a system of capturing and burning biogas from waste can be established.

There are numerous amounts of illegal dump sites throughout the parish, overflowing skips and bins and garbage polluted gullies and drains, which has a

FIFTH SCHEDULE, *contd.*

negative effect on the environment and can lead to flooding, contamination of groundwater or rivers and rodent infestation and other public health risks. The local planning authority will identify these sites with a view to have “no dumping” signs placed at the location and have them landscaped to beautify the area and prevent future dumping.

POLICY MA WT14 The local planning authority will identify illegal dump sites within the city and will seek to have the Municipal Corporation or any other responsible agency transform them into beatification project to prevent future misuse.

POLICY MA WT15 Proposals for a solid waste transfer station will be considered in a location where there will be no detrimental effects on the environment or surrounding amenities.

There is 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 MA WT16 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 Southern Parks and Markets) have a design made for containers that allow ease of emptying yet resistance to vandalism and scrap metal theft placed at these sites.

POLICY MA WT17 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 MA WT18 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.

POLICY MA WT19 The planning authority will ensure that all developments make provisions for the storage and collection of waste within the curtilage of the development.

POLICY MA WT20 The planning authority will ensure that facilities for the separation and recycling of waste are provided in suitable locations in existing and new developments.

FIFTH SCHEDULE, *contd.*

- POLICY MA WT21 Onsite waste storage areas must be suitably constructed and located in order to facilitate safe access for the disposal and collection of refuse.

ENERGY CONSERVATION AND GENERATION

Mandeville's central location along the southern corridor of the island's communication network makes it easy to access the Jamaica Public Service Company's transmission grid system. The town's needs are met by three/four substations. The erection of substations and the distribution system need planning permission.

There have been several efforts made with regards to energy conservation in an effort to decrease the cost of electricity production and assist in the generation of electricity. The parish of Manchester is home to the Wigton Wind Farm which is the largest wind energy facility in the English-speaking Caribbean. Subsequently, there has been another four potential areas identified for wind energy with three of those areas being located in Mandeville (Top Lincoln 1, 2 & 3).

- POLICY MAE1 In considering applications for substations and electrical distribution systems due consideration will be given to its effect on the environment and the safety of individuals.

- POLICY MAE2 The relevant authority where possible and if feasible should seek to promote concessional land rates for wind and renewable energy resources to lower energy costs to consumers.

Liquid Natural Gas is also another method gaining traction today that can be used for the same purpose as conventional natural gas such as heating, power generation etc. when it is "regasified". Liquid Natural Gas (LNG) is natural gas that has been cooled to (minus 260 degrees Fahrenheit) minus 161 degrees Celsius where it becomes a clear, colourless, odourless liquid which can be stored or transported over long distances. It is primarily methane (CH₄) with low concentration of other hydro carbons (water, carbon dioxide, nitrogen, oxygen and some sulphur compounds).

- POLICY MAE3 Storage facilities will be permitted where it can be shown that there would be no adverse effects on existing properties or potential development land that would likely to be affected in the event of an accident or emergency on the site.

- POLICY MAE4 Development proposals for any purpose which would result in a significant number of people living, working or congregating in proximity to the site will not normally be permitted.

FIFTH SCHEDULE, *contd.*

- POLICY MAE5 The facility should be designed to take into account the environmental and safety regulations for construction and operation of liquefied natural gas facility and should prioritize the health and safety of people who are within the operating sphere of influence of the facility.

NATURAL HAZARD VULNERABILITY AND CLIMATE CHANGE

Drainage

The present issue of surface flooding during prolonged rain events is attributable to several reasons including insufficient capacity of drainage infrastructure, informal settlement and climate change. The primary issue plaguing the drainage system is drain maintenance coupled with overreliance on natural sinkholes and depressions for stormwater disposal/storage. Unabated development in the area naturally reduces the availability of these areas for this purpose.

- POLICY MANH1 The planning authority shall seek to ensure that a comprehensive drainage study shall be done for the Mandeville local planning area. This study shall identify the various watershed areas, the primary natural drainage features and tributaries and identify the existing capacity of the drainage network and make recommendations for improvement.
- POLICY MANH2 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.

CHRISTIANA LOCAL PLANNING AREA

DESCRIPTION

This section of the order makes provision for the orderly and progressive development of the Christiana Local Planning Area (LPA) as described in the First Schedule and as indicated on Inset 2. Jamaica's National Settlement Strategy (NSS) prescribes Christiana as a Sub-regional Centre that should provide secondary services to a population up to 25 minutes/ 15 kilometres away and primary services to a population 10 minutes/ 6 kilometres away.

Christiana is a fast growing town surpassed only by Mandeville, the parish capital, with an annual growth rate of 0.2 per cent and accounting for 6 per cent of the Manchester's population. In 2011 the LPA population was 10,656 persons. Despite the present rate of natural increase, the NSS requires that 20,000 persons should live within 10 minutes/ 6 kilometres of the town centre, and that of this

FIFTH SCHEDULE, *contd.*

amount, 63 per cent should live within the LPA by 2040. That is, Christiana LPA should house approximately 12,600 persons.

Christiana is located within a predominantly agricultural area with banana, ginger, yam, sweet potatoes and other root and cash crops being cultivated.

TRANSPORTATION

Transportation Centre and Vehicular Parking

Christiana is served by two public transportation centres, one that shares the property with the Christiana Fire Station and the other just south of the intersection of the Christiana Main Road and Bronte Road. These infrastructure as provided are inadequate in size, location, form and function. The town has very little parking provisions and pedestrian amenities. Hence, there is a need for an upgrading of the existing transportation infrastructure. This will be partly achieved through the development of a central, multi-level parking garage and transportation centre for the town at a location that does not impede the efficient execution of vital town functions. The local planning authority will encourage the drivers of public passenger vehicles to utilize the transportation centre for all letting-off and picking-up operations.

POLICY CT1	The local planning authority will seek to identify lands and reserve lot/lots within Christiana 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 and this area will be developed with the necessary amenities.
------------	---

POLICY CT2	The local planning authority will seek to have the relevant authority construct lay-bys and side walks where possible along the roadways to facilitate the picking up and setting down of passengers. There should be no street furniture or light poles/lines in the sidewalks and there should be green verges to separate vehicles from pedestrians.
------------	---

Road Network

Christiana has an extensive main and interior road network that is hindered in some places by narrowness and topography. Limited on-street drainage infrastructure and general road maintenance are also challenges experienced throughout the network. The system consists of a major arterial road, two secondary roads and several parochial roads which are often narrow and in poor condition. The recently implemented Christiana By-pass Road also serves to relieve congestion and improve circulation within and around the town centre. The roads leading to and from the town centre, as well as those connecting other nodes and communities

FIFTH SCHEDULE, *contd.*

throughout the local planning area, play a vital role in ensuring reasonable access to urban services and business opportunities and should be protected and enhanced. Reservations along these roads should be established and maintained to allow for future widening.

- | | |
|------------|--|
| POLICY CT3 | Maintenance and improvements to the main and other roads will be supported by the local planning authority in order to ensure smooth flow in the movement of traffic throughout the local area. |
| POLICY CT4 | To facilitate the safer movement of all road users, the local planning authority will seek to ensure that all new developments are appropriately setback from the centre line of the road as stipulated by the National Works Agency. |
| POLICY CT5 | 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. These roadways should be developed with sidewalks and there should be no street furniture or light poles in the sidewalk or green verge to separate the vehicles from the pedestrian. |
| POLICY CT6 | 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 CT7 | The local planning authority will ensure that developments, operations and practices that impede the smooth flow of traffic along main roads or town access roads are strongly discouraged and strictly regulated. |

Vehicular Parking

Commercial facilities in Christiana have been constructed without sufficient onsite parking facilities. The authorities in approving development applications will also ensure that the required on-site parking standards are conformed to. Additionally, patrons of the town will have sufficient, centralised, public off-street parking provisions. Pedestrian infrastructure will also be improved to meet safety standards and achieve efficient circulation.

- | | |
|------------|---|
| POLICY CT8 | Proper off street customer parking facilities should be provided for all new developments on each site in accordance with the requirements set out in the Appendices. |
|------------|---|

FIFTH SCHEDULE, *contd.*

POLICY CT9	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.
POLICY CT10	The planning authority will not grant planning permission for any new development or extension unless parking is provided in accordance with the requirements set out in the Appendices of this order.
POLICY CT11	The local planning authority will ensure, where appropriate, the implementation of a metered parking management system and associated infrastructure.
POLICY CT12	The local planning authority shall seek to provide and implement parking arrangements for persons with disabilities which will be in accordance with Appendix 7 and Figure 2.

HOUSING

The housing stock of the Christiana local planning area is predominantly single family units with sparse and scattered multifamily units to be seen within some communities. Generally, much of the stock is in fair to good condition and is constructed with concrete and cinder blocks. To meet the requirements of Jamaica's National Settlement Strategy (NSS) by 2040, an additional 1,080 dwelling units (using an average 2.0 persons per dwelling) will be permitted in the local planning area. This deficit will be met by strategically increasing residential densities (encouraging multifamily housing types and form) close to the town centre and the other nodes identified on the zoning map, thus promoting walkability and centralisation of population, while ultimately lessening the elevated congestion and carbon emission levels throughout the locality. Conversely, during the provision of this additional housing stock, the protection of good agricultural lands will be prioritized and the resultant densities thereon as well as the minimum allowable lot sizes in such areas will reflect this intention.

Overall, the affordability of housing remains a challenge throughout the development planning area, as such it is important that a mix of housing types and sizes are made available to ensure the housing needs of all income groups are met.

POLICY CHI	In order to provide affordable units and discourage fragmentation of subdivided lands, housing solutions including serviced lots and starter units will be encouraged by the planning authority on lands zoned for residential
------------	--

FIFTH SCHEDULE, *contd.*

use at the set densities and lot sizes provided that amenities and site layout standards are satisfied.

- | | |
|------------|---|
| POLICY CH2 | The planning authorities will support the development of multifamily units (apartments and town houses) on lands zoned for residential use in accordance with the established densities and lot sizes, provided that all amenity requirements and site layout standards are satisfied. |
| POLICY CH3 | Density shall not exceed 125 habitable rooms per hectare (50 habitable rooms per acre) on a minimum lot size of 0.2 hectare (½ acre), with building heights not exceeding five (5) storeys for residential lots in areas that are connected to a central sewage system. |
| POLICY CH4 | The planning authorities will ensure the strict protection of the local agriculture sector. In so doing, lands zoned for residential/agricultural mixed use shall maintain and will not be subdivided below a minimum lot size of 1/4 Acre with strict adherence to the low density set for such lands. |
| POLICY CH5 | The local planning authorities will not support extensions to existing buildings that will result in a breach of the densities zoned. |
| POLICY CH6 | The local planning authority will ensure that appropriate actions are taken that will result in the rehabilitation of housing stock deemed to be in a poor condition. |
| POLICY CH7 | Re-subdivision of large vacant lots, (infilling) in residential subdivisions with infrastructure will be encouraged particularly in Clandon, Sedburgh and Richmond, to allow maximum use of existing facilities. |
| POLICY CH8 | Minimum setbacks from property boundaries for apartment/townhouse development: <ul style="list-style-type: none">i. 1.5m from the sides per floor up to a maximum of 4.5 metres.ii. 1.5m from the rear per floor up to three (3) floors.iii. the front boundary should be in keeping with the existing building line or as stipulated by the local authority. |

FIFTH SCHEDULE, *contd.*

POLICY CH9 The local planning authority will not normally support housing development in sections of the local planning area that is susceptible to flooding or other natural hazards save and except where the necessary infrastructure is in place to curtail the potential hazard.

POLICY CH10 The local planning authorities will normally support housing development with adequate permeable surface and green space areas on-site.

POLICY CH11 The local planning authorities will support rainwater-harvesting catchment on housing development to alleviate surface run-off while providing water resource for residents.

Generally, housing development may be constrained by the hilly terrain in certain situations and is guided by the hillside development policy.

POLICY CH12 In areas of steep slopes (25°-30°) or unstable geology density for single family/ duplex developments, shall not exceed 50 habitable rooms per hectare (20 habitable rooms per acre), and shall be in accordance with the hillside development guidelines as outlined in Appendix 23 and factor climate change considerations.

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 CH13 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.

Where it is intended to do a mixture of individual residential and commercial uses on the same lot in a residential area the residential use will be of dominance and the commercial use should be designed to reflect this.

POLICY CH14 Commercial development within residential areas will be ancillary to the residential use and should not conflict with the residential character of the existing area.

POLICY CH15 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.

FIFTH SCHEDULE, *contd.*

- POLICY CH16 Proposals for change of use of a residential property will be permitted only if it is to a non-residential activity that is compatible with existing residential uses and is normally carried out in the day time and the amenity, privacy and enjoyment of neighbouring dwellings is not adversely affected.

CONSERVATION OF THE NATURAL AND BUILT ENVIRONMENT

Climate Change

All development sectors will 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 C C5 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.

URBAN ECONOMY

Christiana local planning area has a wide variety of commercial, office and industrial activities which are largely concentrated in the town centre but can be seen sparsely distributed throughout the suburban area as well. These business enterprises have the tendency of linear distribution especially along the main road network. Strategies to regulate these land use trends include the distribution of commercial, office and industrial uses to numerous nodes throughout the local planning area, organising these into central, walkable small-business hubs, thus delimiting ribboning patterns through rezoning lands along main arterials and optimising building densities for these uses.

Mixed uses such as office and commercial and/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 CUE1 Mixed use developments where office, and commercial uses are housed on the same lot will be supported with strict requisites set by the local planning authority.
- POLICY CUE2 The planning authorities will support the establishment of commercial/office developments at Sedburg and Clandon on lands identified for these uses as shown on the zoning map.

FIFTH SCHEDULE, *contd.*

POLICY CUE3 The planning authorities will support the establishment of small-scale, low-end commercial uses in nodes/ community squares on lands zoned for residential/ commercial mix as identified on the zoning map.

Heavy industrial activities are noticeably lacking in the area but should be encouraged to provide employment and make use of the agricultural and other resources available.

POLICY CUE4 Heavy Industrial development (including Agro-industries) will be supported on lands identified for these uses on the zoning map providing all applicable regulations and conditions are met.

Shopping provides employment opportunities and is central to the economic prosperity of the planning area. Growth in business, industry, and agriculture will add tremendously to this and will be encouraged.

POLICY CUE5 The local planning authority will accommodate the extension of business premises, provided the amenity of occupiers of neighboring properties and overall road safety are safeguarded and there would be no adverse effects.

A public market is located within the planning area. It is important that this market be maintained. It provides vital contribution to the local economy as well as the surrounding rural communities as it is one of the main facilities for the sale of farm produce from the hinterland areas.

POLICY CUE6 The local authority will support improvements to the market facility to make the market experience a more pleasurable and worthwhile one for both vendors and all customers in terms of layout of stalls, shelter, sanitary conveniences and parking facilities including the disabled.

POLICY CUE7 Planning permission will not be given for the conversion of the market facility to a non-commercial use unless a suitable alternative site can be identified for the location of the market.

SUB-URBAN ECONOMY

Beyond the urban core, agriculture plays a vital role in Christiana's economy and trade. The major crops include yams, peas, Irish and sweet potatoes. It is recommended that supplementary activities such as agro processing be developed so as to diversify the local economy and at the same time ease the stress placed on the town centre.

FIFTH SCHEDULE, *contd.*

POLICY C SUE1	Planning permission will not be granted for any development or subdivision that will result in diminished agricultural potential or in a loss of agricultural lands identified on the zoning map.
POLICY C SUE2	Agro-industries may be supported on land zoned for light industrial development providing there is compatibility with surrounding land uses and other regulations/ conditions are satisfied.
POLICY C SUE3	Development for agricultural production and agro-industrial development will normally be permitted in Christiana local planning area provided that such proposed developments are at suitable location where the infrastructural facilities are available and the character of the area will not be compromised.
POLICY C SUE4	Agricultural activities such as livestock farming which do not depend directly on the quality of the soil and which can contribute to the rural economy will normally be supported by the local planning authority on poor quality agricultural land, providing this does not affect the good agricultural land.

Local or corner shops serve an important function in communities as supplemental income is provided but also quick retail access for residents. Such facilities will, therefore, normally be supported at suitable locations and must not detract from residential amenities or produce vehicular congestion in the area. Monitoring however must be employed by the local planning authority to ensure against the proliferation of haphazard commercial development.

POLICY C SUE5	Proposals for corner shops in hinterland areas will be given consideration at the locations zoned to accommodate these activities. This however, must not detract from the residential amenities of the area.
---------------	---

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.

FIFTH SCHEDULE, *contd.*

POLICY CTO1	Planning permission will be given for the development of villas and other resort purposes on a small-scale in Christiana 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 CTO2	New tourism developments will normally be supported in suitable areas to increase the economic potential of the local planning area provided that the integrity of the area is not compromised.
POLICY CTO3	The local planning authority will seek to encourage the establishment of eco-tourism and tourism facilities in the local planning area.

SOCIAL AMENITIES

Christiana is a sub-regional centre in the parish and is already outfitted with a majority of social services that is required at this level. However, strain has been placed on these infrastructure from the surrounding communities where provisions may be inadequate. There is no central open space or community centre and as such most often the school playing fields or any convenient vacant lots are used.

POLICY CSA1	Planning permission will not be granted for any development that will eliminate or decrease any social facilities, unless it will be replaced by a facility of equal or greater stature.
POLICY CSA2	The local planning authority will support the development of lands at suitable location for multipurpose use, such as skill training facilities and other small-scale social activities that would be beneficial to residents.

Recreation and Open Space

Although the town is a rapidly developing, much emphasis has not been placed on greening public spaces in the process. Trees planted along the side of the streets and landscaped areas not only beautify urban areas but also provide shade and relief for the eyes from the glare of the sun. The situation therefore needs to be remedied.

Open spaces provide for a wide range of outdoor activities and is an indispensable element of the urban environment. The attractiveness, ease of access and the standard of maintenance are some of the qualitative factors to be considered in selecting open space. Children should not be overlooked in the process and play spaces should be located in areas where they are easily accessible.

FIFTH SCHEDULE, *contd.*

The local planning area's recreational/open spaces are provided primarily as part of subdivisions or on school compounds. All open and green spaces within the boundaries of the local planning area must be protected. Additionally, adequate provisions are to be made to provide sufficient open and green spaces in multifamily developments.

- | | |
|--------------|---|
| POLICY C SA3 | All lots within Christiana local planning area zoned as public open spaces, or for recreational uses, shall be developed only for such uses. The planning authorities will not support any use in conflict with this proposed zoning. |
| POLICY C SA4 | Land is to be provided in all new housing developments for open space and other amenity purposes at the rate set out in the Development and Investment Manual and such lands can either be for active or passive recreational purposes. |
| POLICY C SA5 | No structure shall be allowed on any public open space that does not complement the use thereof (e.g. Telecommunication Towers and billboards). |

Educational and Institutional

Education plays a pivotal role in promoting national well-being and the social, economic and cultural development of a country. There are numerous educational facilities such as schools and various private educational institutions within the local planning area. However, there is a need for refurbishment and upgrading of several of these facilities. With the rapid urbanization of the Junction/Bull Savanna local planning area, the local planning authority will support proposal for new educational institutions to accommodate the increasing population.

- | | |
|--------------|---|
| POLICY C SA6 | The local planning authority will support the upgrading and refurbishing of educational and institutional facilities by the relevant agencies. |
| POLICY C SA7 | The local planning authority shall generally be in support of private interests seeking to establish educational or institutional facilities subject to the requirements of the Development and Investment Manual – Planning and Development and/or to the satisfaction of the appropriate authority. |
| POLICY C SA8 | Developments which would result in the reduction of the available educational facilities will not be encouraged unless provisions can be made elsewhere at a suitable location to offset any loss which would result from such development. |

FIFTH SCHEDULE, *contd.*

POLICY CSA9 Public Assembly use may be also considered on lots zoned as commercial or mixed with commercial uses, provided that there would be no conflict with surrounding uses and other relevant standards are kept.

The local planning authority will support the expansion of the schools in the area as the need arise.

POLICY CSA10 The local planning authority will support development on lands owned by the schools to be used for the extension of the facility or any use that is auxiliary to the purpose of the school.

POLICY CSA11 New proposals and extensions for educational and institutional uses will be assessed on their own merit and shall conform to all required planning standards and the standards of the relevant authorities.

POLICY CSA12 The local planning authority along with other relevant authorities will seek to identify suitable lands and grant permission for any development which will promote the increase of educational facilities within the local planning area.

POLICY CSA13 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 CSA14 All educational or institutional facilities must meet the requirements of the relevant Ministry and the planning authority.

There is a type III health centre which provides curative and preventative health services, antenatal and prenatal care to the residents in the area and surrounding communities.

POLICY CSA15 The local planning authority will support the expansion and upgrading of the health facility as necessary.

Cemetery

In the centre of the town is a public cemetery which is almost filled to capacity and which creates a traffic problem when funerals are in progress. It is recommended that a new site be identified within the LPA or adjoining areas for the establishment of a cemetery which would be landscaped and left as an open area. This would provide the town with much needed green space.

FIFTH SCHEDULE, *contd.*

POLICY CSA16	Lands adjoining Mizpah, Spring Ground and Cuba shall be reserved for a public cemetery as shown on the zoning map and the local planning authority will not grant permission for any other form of development on these sites.
POLICY CSA17	Provision is to be made by the Local Planning Authority for a public cemetery to satisfy the needs of the community, as well as adjoining areas.
POLICY CSA18	The local planning authority shall seek to identify suitable lands to establish a new cemetery and will support the use of a crematorium as an alternative form of burial.

MINING

The quarrying of limestone for use in block making and other building activities is done at Chudleigh. Since areas close to quarrying operations tend to experience dust and noise pollution care has to be taken in their operation. They also usually leave a visible scar on the landscape which has to be remedied.

POLICY CM1	Where quarrying operations have occurred the rehabilitation or restoration of the quarried area should be undertaken to such a stage where it can be used for other purposes.
POLICY CM2	Where quarrying operations leave a scar on the landscape the area is to be re-vegetated with quick growing and hardy landscape material.
POLICY CM3	Previous limestone quarries may be supported for use as commercial/light industrial mixes especially those activities that include storage, warehousing or distribution of goods.

Established neighbourhoods and settlements that falls within the bauxite mining lease area should be safe guarded where possible from dust and other nuisances during mining operations. The use if buffer zones would protect local residents by providing physical separation between housing and mining activities. This should be instituted before the start of any operations.

POLICY CM4	The bauxite companies along with the relevant authorities should established a buffer zone between residential neighbourhoods and mining areas before the start of operations.
------------	--

FIFTH SCHEDULE, *contd.*

WATER SUPPLY

The National Water Commission (NWC) is the main water provider for the local planning area. However, due to the location of some housing units, and the terrain water is provided either by public catchments or private tanks.

POLICY C WS1 The relevant authorities will ensure that the existing public water supply systems are improved to adequately service the local planning area 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 C 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 C 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.

POLICY C 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.

POLICY C WS5 The local planning authority will support any expansion of the National Water Commission system that will benefit and provide water for persons in around the local planning area.

POLICY C WS6 All new subdivision development 10 lots and over shall be required to reserve a lot for the storage of water with the capability for fighting purposes.

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 C WS7 The use of recycled grey water will be encouraged and provision should be made for this in development proposals.

FIFTH SCHEDULE, *contd.*

- POLICY C WS8 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.

WASTE TREATMENT AND DISPOSAL

Sewage Disposal

Sections of the local planning area has no central sewage disposal systems and this has resulted in the use of pit latrines and septic tanks and absorption pits. 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 with satisfactory method of disposal.

- POLICY C WT1 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 C WT2 The local planning authority will support the use of sewage disposal methods in the area once they are approved or recommended by the relevant Ministry and the N.R.C.A.
- POLICY C WT3 The disposal of waste into sinkholes and caves will not be supported by the planning authority.

Solid waste Disposal

Christiana has a fairly effective garbage collection system in place for the collection of both sewage and solid waste. The Martins Hill Waste Disposal facility is located on the in the parish however there are evidence of persons still burning their garbage. Some methods of recycling should be introduced along with a repository in a central location.

- POLICY C WT4 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 C WT5 Planning permission will not be given for waste disposal operations likely to have an adverse effect on public health and safety.
- POLICY C WT6 All developments will be required to make adequate provision for the storage and collection of waste which should if possible be sorted into non-recyclable and recyclable categories.

FIFTH SCHEDULE, *contd.*

ENERGY GENERATION AND DISTRIBUTION

The demand for electricity is expected to increase in Christiana in upcoming years, as higher density housing units are built out. In addition the increasing commercial activities will place an additional demand on the present system. As such emphasis will be placed on encouraging less energy intensive development such as agro-industry, and to discourage scattered settlements to ensure maximum and effective use of the existing electricity supply. The use of renewable energy systems will be encouraged in both residences and business places.

POLICYCE1	The planning authority will ensure that the design of new buildings take into consideration modern energy conservation techniques and practices, including the implementation of renewable energy systems.
-----------	--

PORUS LOCAL PLANNING AREA

Description

The settlement strategy within the National Physical Plan (1978-1998) classified Porus as a district centre which spans the Clarendon –Manchester parish boundary. However for the purposes of this Order, Porus Local Planning Area (LPA) refers to the portion that falls within the boundaries of the Manchester Development Order and is located in the eastern region of the parish. It is located approximately 15 kilometres (9.3 miles) from the parish capital Mandeville, the sole sub-regional centre in the parish and approximately 8 kilometres (5 miles) from its neighbouring town Williamsfield (District Centre). The local planning area spans approximately 10.94 kilometres (2,702.2 acres) with its boundaries extending from Whitney Turn in the east, Trinity in the west, Coffee Grove in the North and Redberry in the south, and includes the communities of Spring Grove, Clarks Town, Red Berry, Trinity and Porus urban centre.

In 2011, Porus LPA population was approximately 6,540 persons, with a density of approximately 597.8 persons per square kilometre. Porus LPA is ranked the third largest LPA in Manchester with its population approximately 3.4% of the parish. The town is experiencing a steady growth rate of 1.5% and is projected to have a population of 7,683 by 2030. The capital of the parish Mandeville remains the town experiencing exponential population growth followed by the Christiana Local Planning Area. The neighbouring town of Williamsfield is ranked the fourth largest town with a population of 3,986 persons (2011).

There is a distinctive linear growth pattern primarily due to the major road corridor and the limited flat lands which are surrounded by hilly regions north and south of the main road. There is also a peculiar pattern of development concentrated

FIFTH SCHEDULE, *contd.*

along the eastern end of the LPA, as such the majority of the developed area is prone to flooding and natural hazards in times of continuous or heavy rainfall. Agriculture is the major economic activity for this rural town producing mainly citrus, coffee and cash crops.

The narrow roads and sidewalk facilities associated with a high volume of traffic have resulted in conflicts between pedestrian and motorist often leading to accidents.

TRANSPORTATION

Public Transportation Centre

Public transportation is available in the form of route taxis to and from the various adjoining communities and this service is usually satisfactory. Due to the lack of a formal public transport facility, taxis currently, park along the roadway within the town centre as well as in the vicinity of the police station. These taxis load and unload passengers randomly along the main road, which contributes to traffic congestion, inconveniences to pedestrians, as well as the safety of all road users. To prevent obstruction along this major road a central transportation hub and lay-bys will be required. There is also a need for additional transportation options that will accommodate the growing population of the community.

- | | |
|------------|--|
| POLICY PT1 | The local planning authority will identify and secure suitable lands for the establishment of a multimodal transportation centre. All public passenger vehicles operating within the town will be expected to operate from this facility, which should provide marked bays and designated routes, controlled egress and ingress, proper lighting, permeable landscape features among others. |
| POLICY PT2 | Where necessary the local planning authority will seek to have the local authority construct lay-bys at locations within the town area to accommodate public passenger vehicles and to facilitate traffic movement. |
| POLICY PT3 | The local planning authority will seek to ensure that the transportation centre is provided with amenities necessary for the use and comfort of commuters including the disabled (for example ramps); snack counters, toilet facilities and vending activities are regulated. |

Road Network

The Porus local planning area transportation consists of land transit systems including railways, sidewalks, and roadways, (main road, secondary roads and

FIFTH SCHEDULE, *contd.*

parochial roads). Whilst the main mode of transportation in the area tends to be public transportation comprising of taxis, there are also a number of private vehicles that inter and intra-commuter on a daily basis. The road connectivity is fairly good however, steep terrain, narrow roads and poor infrastructure poses a challenge to motorist.

The linear development of the LPA has influenced the traffic movements through the town, as the major thoroughfare (Porus main road) runs directly through the town centre. This major thoroughfare is heavily trafficked as it links the eastern end of the island including Kingston, St. Catherine, and Clarendon to the western end of the island including Negril, Westmoreland, and St. Elizabeth. This has contributed to Porus having the highest number of traffic accidents among all the towns in the parish of Manchester and as such it is imperative that adequate provision is made to alleviate traffic incidents on this corridor (Porus Development Plan Profile, n.d.). The associated road facilities (eg: traffic calming measures, crossings, verges, islands, signage, etc.) are required to pacify traffic incidents in the LPA. Additionally, it is anticipated that with the proposed highway, traffic through the town would be reduce, hence alleviating traffic related incidents.

- POLICY P T4

All proposed new building and extensions along the main street in Porus should be set back a minimum of twelve (12) metre from the centre line of the main road or as dictated by the National Works Agency.
- POLICY P T5

The Planning Authorities will support any rehabilitation of 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. The placement of street furniture, light poles, ramps, green verges and other safety precautionary landscape features are to be incorporated in a manner to not obstruct pedestrians and persons with disabilities.
- POLICY P T6

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

Traffic along the major thoroughfares in the LPA fosters commercial activities along the Porus main road which is the main thoroughfare along the southern

FIFTH SCHEDULE, *contd.*

region of the island connecting the eastern parishes to the western parishes in the transportation of goods and services. Due to the importance of this roadway and its narrow linear features, on street parking will be discouraged to prevent congestion and facilitate the smooth flow of traffic.

- | | |
|-------------|--|
| POLICY PT7 | To prevent congestion along the main road passing through the town the local planning authority will seek to have the appropriate agencies discourage on street parking in areas where vehicular conflict could arise. |
| POLICY PT8 | All new development or extensions are required to provide adequate on-site parking for staff and customers as set out in the parking regulations , unless it is impractical or not feasible to do so; in which case alternative arrangements for parking have to be made and approved by the local planning authority. |
| POLICY PT9 | The local planning authority shall seek to provide and implement parking arrangements for the disabled, which will be in accordance with Appendix 7 and Figure 2. |
| POLICY PT10 | 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 garage to supplement the parking accommodation within the town centre. |
| POLICY PT11 | Proper signage showing ‘parking’ and ‘no parking’ zones should be placed in visible locations of the area to promote the orderly movement of traffic. |

The Porus local planning area has been plagued by incidents of flooding during prolonged rain events. Insufficient capacity of drainage infrastructure, along with steep terrain and extensive water systems contribute to the heavy runoff along roadways. This has pose numerous challenges as roadways and properties are flooded adding to congestion and road infrastructural damage. As such appropriate measures are required to prevent and alleviate roadway flooding.

- | | |
|-------------|--|
| POLICY PT12 | The local planning authority supports green and permeable parking surface techniques for all new developments. |
| POLICY PT13 | Planning permission will support the development and rehabilitation of adequate drainage facilities to ease roadway flooding from runoffs into the town. |
| POLICY PT14 | Planning permission will support new developments with adequate green space provisions to reduce surface runoff. |

FIFTH SCHEDULE, *contd.**Housing*

From the 2011 STATIN Population Census data the total number of dwelling units within the Porus local planning area is 1,371 with a population of 4,414.

The density of the area is 4.2 persons per hectares. With the projected population of approximately 10,000 persons by the year 2030; a total of about 500 additional housing units will be required by to satisfy housing demand. Therefore, almost 30 hectares (74 acres) of land will be needed for housing solutions.

Residences in the area are mainly single family detached owner occupied units. New housing development will be encouraged in areas where maximum advantage can be taken of existing infrastructure or where it provides an extension to the existing infrastructure

The appropriate policies in the Housing Sector Policies of this Order may be applied where applicable.

POLICY PH1 The planning authority will normally support single-family residential developments where the necessary infrastructure and amenities are available.

POLICY PH2 The planning authority supports infilling of vacant lots in developed communities with lot size meeting the standard requirements for the area.

Multi-family housing units are not in demand due to the character of local planning area. However, if the need/demand arises for such developments these will be permitted within areas zoned for residential purposes and each development would have to be assessed on its own merits. These should be properly sited and designed to be compatible with the character of the area.

POLICY PH3 New residential developments in the area shall be compatible with the nature and character of existing development.

POLICY PH4 The erection of any multi-family type developments should conform to all required planning standards and should provide adequate amenity areas and parking.

POLICY PH5 Applications for new housing developments will not be supported by the planning authority in areas where there is an existing deficiency in the provision of water supply unless this can be made good within a reasonable time period.

POLICY PH6 Residential development will be encouraged in areas identified for that purpose on Maps Insets 3 with lot being

FIFTH SCHEDULE, *contd.*

a minimum size of 0.06 hectares (with onsite sewage) or in accordance with the existing standards in locality.

Porus continuous population growth has stimulated housing demand in the area. Spatial trends indicated specify areas where these are mainly occurring and as such increase in densities are supported in these areas along with other potential areas of growth. The use of a density range allows developers to vary the size and types of dwellings on a site. Housing solutions should be integrated within the locality based on compatibility with the rural character of the area with the associated amenities to satisfy the needs/wants of the residents.

- | | |
|-------------|---|
| POLICY PH7 | Density shall not exceed 125 habitable rooms per hectare (50 habitable rooms per acre) on a minimum lot size of 0.2 hectare (½ acre), with building heights not exceeding five (5) storeys for residential lots in areas that are connected to a central sewage system. |
| POLICY PH8 | In areas of steep slopes (25°-30°) or unstable geology density for single family/ duplex developments, shall not exceed 50 habitable rooms per hectare (20 habitable rooms per acre), and shall be in accordance with the hillside development guidelines as outlined in Appendix 23 and factor climate change considerations. |
| POLICY PH9 | Minimum setbacks from property boundaries for apartment/ townhouse development: <ul style="list-style-type: none"> iv. 1.5m from the sides per floor up to a maximum of 4.5 metres. v. 1.5m from the rear per floor up to three (3) floors. vi. the front boundary should be in keeping with the existing building line or as stipulated by the local authority. |
| POLICY PH10 | The local planning authorities should ensure the necessary ancillary services and amenities are spatially located in areas densely populated to adequately support the populace. |
| POLICY PH11 | The local planning authorities will normally support a mixture in housing solutions including starter units,, semi-detached, apartment complexes at appropriate prices to incorporate low income earners may be permitted in suitable locations identified by the relevant authorities. |

FIFTH SCHEDULE, *contd.*

Where it is intended to do a mixture of individual residential and commercial uses on the same lot in a residential area the residential use will be of dominance and the commercial use should be designed to reflect this.

- | | |
|-------------|---|
| POLICY PH12 | Commercial development within residential areas will be ancillary to the residential use and should not conflict with the residential character of the existing area. |
| POLICY PH13 | Planning permission will only be granted for commercial development within housing areas if it provides an essential service or facility to the community and has no adverse impact upon the amenity of neighbouring property. |
| POLICY PH14 | Proposals for change of use of a residential property will be permitted only if it is to a non-residential activity that is compatible with existing residential uses and is normally carried out in the day time and the amenity, privacy and enjoyment of neighbouring dwellings is not adversely affected. |

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 PH15 | 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 |
|-------------|---|

The topological and hydrological features in the local planning area mainly constitute to sections being prone to flooding. As such appropriate restrictions, buffering and setbacks are required to alleviate any adverse impact on the communities in the area. Furthermore, New housing development should not induce to the existing risk hazard in the areas. It is imperative that existing flood prone areas are either reduced or addressed so that new development do not individually or cumulatively increase flood risk in the area. Hence, appropriate structural measures; to effectively address surface water drainage and the cumulative impact of altered drainage patterns, particularly housing in these sensitive areas should be implemented.

- | | |
|-------------|---|
| POLICY PH16 | The local planning authority will not normally support housing development in sections of the local planning area |
|-------------|---|

FIFTH SCHEDULE, *contd.*

that is susceptible to flooding or other natural hazards save and except where the necessary infrastructure is in place to curtail the potential hazard.

POLICYPH17 The local planning authorities will normally support housing development with adequate permeable surface and green space areas on-site.

POLICYPH18 The local planning authorities will support rainwater-harvesting catchment on housing development to alleviate surface run-off while providing water resource for residents.

CONSERVATION OF THE NATURAL AND BUILT ENVIRONMENT

Natural Environment

The Porus Local Planning Area consists of surrounding hillocks and heavy vegetated landscape along its peripheries. Its topological features are generally steep along the northern and southern regions and are relatively flat along the interior sections of the LPA.

The hydrology of the area is characterized by underground water sources with numerous tributaries from the Milk River which runs north of the LPA. Flooding is considered to be a constraint to the area as heavy runoffs along the northern regions affect the developmental potential of the area. These natural drainage pattern should be managed to alleviate flood impacts on the LPA. The protection of the natural features is important to enhance the amenities of the LPA and to sustain the resources for current use and for the future generation to enjoy.

POLICYPC1 The Milk River and its tributaries will be conserved and preserved for domestic, agricultural and recreational purposes and the local planning authority will not grant permission within their reaches for any activity that will defeat this purpose.

POLICYPC2 The local planning authority will not support any form of development which will result in the disruption or blockage of any natural run off channel.

POLICYPC3 Planning permission will not normally be granted for any development which will result in the significant loss of flora and fauna unless it can be shown that there will be no

FIFTH SCHEDULE, *contd.*

material effect upon the environment and amenity of the surrounding area.

- | | |
|-------------|---|
| POLICY PC4 | The local planning authority will seek to ensure that an extensive assessment is undertaken of the hydrology of the Porus area and cumulative impact of developments on natural and or constructed drainage systems in hydrologically sensitive areas. |
| POLICY PC5 | The local planning authority will ensure that development which is likely to impact either directly or indirectly the hydrology and or drainage regime of an area will not be permitted unless it is satisfied that on and off site cumulative impacts have been satisfactorily addressed. |
| POLICY PC6 | In areas where development are permitted adjacent to rivers or streams, the setback shall be a minimum of thirty (30) metres from the bank and may, in relation to the physical conditions existing in the area, be varied by the planning authorities. |
| POLICY PC7 | Planning permission will not normally be granted for any development which infringes directly or indirectly through felling, lopping, topping, pruning, changes to drainage patterns or ground levels, severance or compaction of roads, upon conservation areas, as identified on the land use proposal map. |
| POLICY PC8 | Planning permission will not be granted in the vicinity of sinkholes and/or waterways, which will obstruct and degrade the quality of the water resources. |
| POLICY PC9 | The planning authorities will ensure that environmentally sensitive or vulnerable areas are reserved as greenbelts or natural areas. |
| POLICY PC10 | The local planning authority will ensure that lands zoned for restricted development on the Porus Local Planning Area Land Use Proposal Zoning Map (See Inset No.3) will be restricted to only accommodate low intensity type development |

FIFTH SCHEDULE, *contd.*

- POLICY PC11 The local planning authority in dealing with development will institute strategies to mitigate against the effects of climate change such as flooding and erosion within the local planning area.

Built Environment

The built environment works in tandem with the natural environment to promote a better quality of life for its residents. The built environment seeks to spatially provide the needs of the growing population while preserving the natural environment resources.

The Porus Local Planning Area is characterized by one, two and three storey buildings. Building uses range from commercial, small industries 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 PC12 The local planning authorities will seek to ensure that the design and character of new buildings and the alterations of existing ones is in keeping with the scale and character of the existing built environment.
- POLICY PC13 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.
- POLICY PC14 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

Porus is rich with historical sites and features that can enhance the lives of its residents. It is home to one of the first community centre built (1939) in Jamaica and possesses a number of architectural buildings including the St. Augustine Anglican Church, Wesley Methodist Church (1885), White Church United, railway station house among others. Furthermore, there are numerous vernacular residential and commercial buildings that are in danger of being lost to neglect or inappropriate modernization in the area. These areas of interest should be capitalized for current economic potential while preserving its features for the future generation.

- POLICY PC15 The local planning authority will not grant permission for any development within a declared national heritage area/

FIFTH SCHEDULE, *contd.*

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

POLICY PC16 All proposals for the alteration, use and extension of declared national historical buildings should be approved by the Jamaica National Heritage Trust and be in keeping with preservation guidelines.

Climate Change

All development sectors will 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 PC17 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.

URBAN ECONOMY

Porus local planning area comprise mainly of agrarian communities. The areas economic hub is located along Porus Main Road, with a high concentration of the service sector along this thoroughfare, providing jobs in the commercial, industrial and other service base industries. The agriculture base economy supports the livelihood of the residents and is situated in the interior areas with farming taking place on a relatively small scale. Produced harvested are mainly sold in stalls along the Porus Main Road and is a main feature of the area.

As the third fastest growing local planning area in Manchester, Porus operates at a relatively micro scale, as most of its services are localized designed for administration and professional services, local employment and services, and small local retail district. The localized economy provides limited variety and flexibility in services requiring residents to travel to neighbouring sub-regional towns to access a more wide range of services. Diversification and an expansion of the local economy is needed to adequately provide for the local and transient population to reduce the need to travel to other town regions for goods, services and other opportunities.

POLICY PUE1 The local authorities will seek to develop the urban economy of the local planning area through reservation and the identification of suitable sites for the diversification of various compatible uses.

FIFTH SCHEDULE, *contd.*

- | | |
|-------------|--|
| POLICY PUE2 | The local planning authority along with other relevant authorities will seek to implement strategies to invest in the urban economy of the Porus local planning area, which would improve the central business district and public facilities. |
| POLICY PUE3 | The local planning authority will encourage mixed use development where this is appropriate, and will at all times ensure that the residential amenities and areas of environmental importance are protected. |
| POLICY PUE4 | Development of light industrial development, 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 Porus Local Planning Area |

The disabled are often not taken into consideration in the design of development and find it difficult to access most buildings. Sometimes when there is access they are unable to use the facilities provided. When new developments take place especially in the town area the local planning authority will ensure that adequate provisions are made for all citizens.

- | | |
|-------------|---|
| POLICY PUE5 | Developments open to the public or used for employment or educational purposes will not be permitted unless adequate access and facilities are provided for all people with disabilities. |
|-------------|---|

Shopping provides employment opportunities and is central to the economic prosperity of the planning area. Growth in business, industry, and agriculture will add tremendously to this and will be encouraged.

- | | |
|-------------|--|
| POLICY PUE6 | The local planning authority will accommodate the extension of business premises, provided the amenity of occupiers of neighbouring properties visual amenity and road safety are safeguarded and there would be no adverse effects. |
|-------------|--|

Porus town was established as a natural marketplace and service centre along the east-west highway with the construction of the railway and the station in the 1920's reinforcing its pivotal role. It was much more popular than the market in Mandeville as many transiting the areas easily purchase goods. A public market is located within the planning area. Although underutilized, it is important that this market be maintained. It still contributes to the economy of the area as well as the

FIFTH SCHEDULE, *contd.*

surrounding rural communities as it is one of the main facilities for the sale of farm products from the surrounding areas.

- | | |
|-------------|---|
| POLICY PUE7 | The local authority will support improvements to the market facility to make the market experience more pleasurable and worthwhile for both vendors and all customers in terms of layout of stalls, shelter and sanitary conveniences and parking facilities. |
| POLICY PUE8 | Planning permission will not be given for the conversion of the market facility to a non-commercial use unless in conjunction with a supporting land use with the market being the dominant on-site use. |

SUB-URBAN ECONOMY

Agriculture is a major income earner in the Porus area. However, diversification in the rural sector is needed to improve the economy. The planning authorities will support proposals that will provide employment for residents thereby strengthening its rural economy.

Agricultural lands should be protected from development pressures which may reduce productivity and the conversion of good agricultural land (Classes I –III) to non-agricultural activities should not be encouraged. It is important that land of significant agricultural value be protected and safeguarded from fragmentation. The appropriate policies in the Rural Economy Sector Policies of this Order may also be applied where relevant.

- | | |
|--------------|---|
| POLICY PSUE1 | The local planning authority will ensure that areas of agricultural importance/potential are protected from fragmentation, sterilization and encroachment by uses not associated with agriculture. |
| POLICY PSUE2 | The local planning authority will support climate smart agricultural practices to sustainably contribute to the local food security and income generation in the area. |
| POLICY PSUE3 | The local planning authority will be minded to support home based cottage industries in areas where compatible with the existing surrounding developments and will not be harmful to the environment. |
| POLICY PSUE4 | Development for agricultural production and agro-industrial development will normally be permitted in Porus local |

FIFTH SCHEDULE, *contd.*

planning area provided that such proposed developments are at suitable location where the infrastructural facilities are available and the character of the area will not be compromised.

POLICY PSUE5 Agricultural activities such as livestock farming which do not depend directly on the quality of the soil and which can contribute to the rural economy will normally be supported by the local planning authority on poor quality agricultural land, providing this does not affect the good agricultural land.

Local or corner shops serve an important function in communities as supplemental income is provided but also quick retail access for residents. Such facilities will, therefore, normally be supported at suitable locations and must not detract from residential amenities or produce vehicular congestion in the area. Monitoring however must be employed by the local planning authority to ensure against the proliferation of haphazard commercial development.

POLICY PSUE6 Proposals for corner shops in rural areas will be given consideration in appropriate locations and must not detract from the residential amenities of the area.

TOURISM

The opulent cultural heritage and intrinsic natural resources pave a pathway for an attractive tourism sector in the local planning area. The area possesses pristine archaeological structures and historical features that once harness can contribute to the growth and development of the area. This could form as part of the south coast tourism destination vision to attract tourist along the south coast of Jamaica. This in part will also generate a wide range of services resulting additional accommodation and attractions.

POLICY PTO1 Conversion of buildings of historic and architectural importance into tourist service, which will contribute to its conservation, will be supported.

POLICY PTO2 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.

FIFTH SCHEDULE, *contd.*

POLICY PTO3	The planning authorities will normally support proposals for ecotourism and heritage-tourism activities as long as the developments are not detrimental or incompatible with the natural environment.
POLICY PTO4	The planning authority will support proposals for development of small-scale cottage type accommodations such as villas and greenhouses as long as these are not detrimental or incompatible with the natural environment of the area.
POLICY PTO5	The local planning authority will support agritourism activities in the area.
POLICY PTO6	Permission will normally be granted for small scale camping and touring areas provided these are obtrusive, would not be detrimental to the environment and have adequate means of access.

SOCIAL AMENITIES

The Porus local planning area contains various social amenities that help to improve resident's quality of life. While some of these exist in central areas, it is not adequately distributed across the LPA. It is partly due to singular incremental development in the area. As the population increases additional social amenities are required to supporting the growing population.

POLICY P SA1	The local planning authority will support the expansion and upgrading of all social facilities as the need arises.
POLICY P SA2	The local planning authority should seek to identify lands that are suitable to site essential social facilities that are lacking.
POLICY P SA3	Developments that would decrease or eliminate any of the existing social facilities listed above will not be supported unless being replaced with a similar facility of equal or greater stature in the immediate neighbourhood.
POLICY P SA4	The local authorities should ensure that social facilities have adequate access and amenities for person with disabilities.
POLICY P SA5	The use of the existing social facilities for other compatible uses will be supported by the planning authorities provided

FIFTH SCHEDULE, *contd.*

the individual requirements are met would not be out of character with the area and be accessible to the disabled.

The Porus police station currently shares space with a court house building which further limits the capacity to carry out particular functions including a limited holding area and scarce space for the officers to carry out their duties.

POLICY P SA6 The local planning authority shall seek to identify suitable lands to establish a new police station in the local planning area.

Recreation and Open Space

The local planning area has a few recreational areas and a community centre, however these are inadequate to satisfy the local needs. Open spaces provide for a wide range of outdoor activities and is an indispensable element of the urban environment. The attractiveness, ease of access and the standard of maintenance are some of the qualitative factors to be considered in selecting open space. Children should not be overlooked in the process and play spaces should be located in areas where they are easily accessible.

The local planning area's recreational/open spaces are provided primarily as part of subdivisions or on school compounds. All open/green spaces within the boundaries of the local planning area must be protected. Additionally, adequate provisions are to be made to provide sufficient open/green spaces in multifamily developments.

POLICY P SA7 All lots within Porus local planning area zoned as public open spaces, or for recreational uses, shall be developed only for such uses. The planning authorities will not support any use in conflict with this proposed zoning.

POLICY P SA8 Land is to be provided in all new housing developments for open space and other amenity purposes at the rate set out in the Development and Investment Manual and such lands can either be for active or passive recreational purposes.

POLICY P SA9 No structure shall be allowed on any public open space that does not complement the use thereof (e.g. Telecommunication Towers and billboards)

POLICY P SA10 The local planning authority will support the revitalization of the community centre for multipurpose use, such as skill

FIFTH SCHEDULE, *contd.*

training facilities and other small scale social activities that would be beneficial to community members.

Educational and Institutional

Educational institutions within the local area range from infant to secondary level and serve not only the local area but its surrounding communities.

The local planning authority will support the expansion of the schools in the area as the need arise.

- | | |
|--------------|---|
| POLICY PSA11 | The local planning authority will support development on lands owned by the schools to be used for the extension of the facility or any use that is auxiliary to the purpose of the school. |
| POLICY PSA12 | New proposals and extensions for educational and institutional uses will be assessed on their own merit and shall conform to all required planning standards and the standards of the relevant authority. |
| POLICY PSA13 | The local planning authority along with other relevant authorities will seek to identify suitable lands and grant permission for any development which will promote the increase of educational facilities within the local planning area. |
| POLICY PSA14 | 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 PSA15 | All educational or institutional facilities must meet the requirements of the relevant authorities. |

A Type III health centre is located off the main street in the vicinity of the library and the Porus High School. This facility provides curative and preventative health services, antenatal and prenatal care to the residents in the area and surrounding communities.

- | | |
|--------------|--|
| POLICY PSA16 | The local planning authority will support the expansion and upgrading of the health facility as necessary. |
|--------------|--|

FIFTH SCHEDULE, *contd.**Cemetery*

Currently there is no public cemetery located in the local planning area and residents now resort to on-site burial, family plots or neighbouring cemeteries in proximity to the area.

- | | |
|---------------|--|
| POLICY P SA17 | Provision to be made by the local planning authority for a public cemetery to satisfy the needs of the community, as well as adjoining areas. |
| POLICY P SA18 | The local planning authority shall seek to identify suitable lands to establish a new cemetery and will support the use of a crematorium as an alternative form of burial. |

MINING

Porus is located on the fringes of the bauxite deposit areas, although no mining activity takes place within the boundaries of the LPA, there are plans for mining on sections of the lands south of Porus. This may have adverse effect on the residents of Porus, measures to mitigate these impacts should be practiced.

- | | |
|------------|---|
| POLICY PM1 | Mining and quarrying plans for all phases of extraction should be submitted to the Commissioner of Mines and all permissions obtained before any such activity commences. |
| POLICY PM2 | Rehabilitation plans for each phase of extraction should be prepared by the applicant and approved by the Commissioner of Mines and all relevant authorities, including the local planning authority. |
| POLICY PM3 | All mined out and quarried lands are to be restored in accordance with conditions of approval or to a vegetative state approved by the relevant authorities and should be satisfactory to the local planning authority. |
| POLICY PM4 | In determining the proposed land use for rehabilitated lands, the highest and best use of the lands should be considered and the use must be compatible with the zoning and or surrounding land uses. |

Water Supply

Porus receives public water supply from a well located just south of its boundary. However, approximately 936 (49%) of its households have water piped into their

FIFTH SCHEDULE, *contd.*

dwelling while others rely on standpipe. However, due to the location of some housing units, and the terrain water is provided either by public catchments or private tanks. Agricultural areas including Coffee Grove, Redberry and Spring Grove rely heavily on standpipe as their only source of water supply.

- | | |
|-------------|--|
| POLICY PWS1 | The local planning authority will seek to protect natural water sources from contamination and will encourage the necessary works to be put in place to ensure access of piped water to all residents in the future. |
| POLICY PWS2 | Rainwater harvesting will be encouraged by the planning authorities for residential, other developments and areas without public water supply. |
| POLICY PWS3 | Proposed developments in areas without a reliable piped water supply will be required to construct catchment tanks with adequate capacity to provide for the water supply requirements to satisfy their needs. |
| POLICY PWS4 | The relevant authorities will carry out the upgrading and maintenance of water supply systems, where necessary, particularly in light of the growing population and new densely populated developments. |
| POLICY PWS5 | The local planning authority will support any expansion of the National Water Commission system that will benefit and provide water for persons in around the local planning area. |
| POLICY PWS6 | 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. |
| POLICY PWS7 | All new subdivision development 10 lots and over shall be required to reserve a lot for the storage of water with the capability for fighting purposes. |

The recycling of grey water and the harvesting of rainwater should be considered as a sustainable alternative for water supply. Wastewater 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 PWS8 | The use of recycled grey water will be encouraged and provision should be made for this in development proposals. |
|-------------|---|

FIFTH SCHEDULE, *contd.*

- POLICY PWS9 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.

WASTE TREATMENT AND DISPOSAL

Sewage Disposal

Due to the lack of a central sewerage system, individual methods of disposal including pit latrines, and septic tanks and absorption pits are commonly used. These methods if not properly constructed will pose serious threat to underground water sources. One of the most vital water sources for residents in and around Porus including Mandeville is located south-east of the local planning area boundary, and there are others used by Alcan within the urban limits. Since piped water is not a common service to most households these methods of disposal will remain. Special effort must therefore be taken to ensure these facilities are properly constructed and meet the required standards.

There has been increasing recognition of the effects of sewage pollution on the ground water resources. Consequently, there is a determined effort to have sewage treated at least to a tertiary level in the Porus local planning area. Environment, Health, and Planning Authorities are becoming more stringent with regards to the management of waste and sewage.

- POLICY PWT1 No permission will be granted for new developments or extensions unless the sewage treatment facilities proposed will treat the sewage to at least a tertiary level or any other safe and appropriate waste disposal technology as may be developed from time to time that is acceptable to the local planning authority and the other relevant agencies.

The 2011 Census data revealed that approximately 695 (36%) of households in Porus LPA still use the traditional pit latrine as the means of sewage disposal. With irregularities in the piped water supply system and to ensure a healthy environment the minimum acceptable standard of a Ventilated Improved Pit latrine (VIP) will be acceptable while the ultimate aim should be to have a water closet in all buildings.

- POLICY PWT2 Permission will be granted to public or private developers who desire to develop a central sewage system for their development as long as the system does not conflict with surrounding land uses.

FIFTH SCHEDULE, *contd.**Solid Waste*

The 2011 Census data showed that garbage collection by the South Parks and Market Waste Management Limited (SPM) within Porus is fairly regular as approximately 1210 (63%) of residents has regular collection. However, some methods of recycling should be introduced along with a repository in a central location.

POLICY PWT3	The indiscriminate and unsatisfactory disposal of Waste will not be encouraged and the local planning authority will support the recycling of waste as much as possible as well as the attendant facilities.
-------------	--

ENERGY USE AND GENERATION

The Jamaica Public Service is the company mandated by the Government of Jamaica to distribute energy across Jamaica. Power generation is mainly from supplied oil which is unsustainable and poses a merit of environmental and health constraints. It is therefore imperative that alternate energy sources be identified and utilized. Energy conservation is also a key component to energy sustenance and where applicable should be encouraged. This could best be reflected in the design, siting, orientation, and layout of building applications.

POLICY PE1	The planning authority will be support the design and layout of developments that employ green development and energy efficiency standards in the local planning area.
POLICY PE2	The planning authority will consider the development of alternative energy sources provided the process, including ancillary buildings and facilities, will not cause negative impacts on the ecology of the area or disturbance to any receiving or transmitting system in the area.
POLICY PE3	Where planning permission is required for proposals to use renewable energy sources, applications will be considered on the basis of the visual effects, and safety of the structures proposed and the need to protect heritage buildings.
POLICY PE4	Consideration will be given to the provision of transport infrastructure and settlement patterns, which will encourage modal split, reduce travel time and energy expenditure.
POLICY PE5	The planning authority will be mindful of energy conservation in assessing the design of development applications especially as it relates to the use of natural lighting and conservation techniques.

FIFTH SCHEDULE, *contd.*

NEWPORT LOCAL PLANNING AREA

Description

Newport is categorized as a District Centre according to the 1978 – 1998 National Physical Plan and as a Special Area in the STATIN Population Census 2011. It is a rural community located in southern Manchester, approximately 2 km north and 2.25 km south of Mandeville and Cross Keys respectively, its closest local planning areas.

The Statistical Institute of Jamaica Population Census Data 2011 shows that there are 4,989 persons living within the local planning area; a 6.79 percentage decline from that of 2001 which had 5,328 persons. A growth rate of -0.6 percent was recorded for that inter-censal period (2001-2011). It is projected that the population will further decrease to 4,403 persons by the year 2030 assuming that this growth rate remains constant.

The local planning area is predominately a farming community with other economic activities such as; small shops, bars and restaurants. Few light industries such as a garage, tyre repair shop, car wash and block factory.

Transportation

Newport 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 small buses which traverse to Mandeville, Cross Keys, Pratville and to other parts of Manchester and neighbouring parishes. The appropriate General Development and Transportation and Traffic Sectoral Policies of this Order maybe applied where relevant.

Public Transportation Centre

At present there is no public transportation centre located with the local planning area. Public transportation in Newport is provided by route passenger vehicles which traverses the area. Private operators also aid in the movement of goods and services throughout the area.

- | | |
|--------------|--|
| POLICY NP T1 | The local planning authority will seek to identify an area and seek to have it developed to be used for the purpose of parking for public transportation. With the creation of such an area all public passenger vehicles will be expected to operate from this point. |
| POLICY NP T2 | The local planning authority will seek to ensure that the centre is provided with amenities necessary for the use and comfort of vendors, commuters and persons with special needs such as snack counters and toilet facilities and that vending activities are regulated. |

FIFTH SCHEDULE, *contd.*

- POLICY NP T3 The planning authorities will ensure that the transportation centre have proper signage, landscaped and parking bays that are properly structured and marked.

Road Network

The local planning area urban core is intersected by the Newport-Cedar Grove Secondary Road running north to south of the town leading from Knockpatrick to Rudds Corner *via* the town centre. The other sections of the growth centre are interconnected by minor roads accompanied by a few bauxite haulage roads.

To promote the smooth flow of goods and people *via* an appropriate road network some of the existing roads will need to be improved in terms of reservation.

- POLICY NP T4 The Planning Authority will support any rehabilitation of the arterial or any other roads carried out in the area that will improve or add adequate sidewalk facilities, for the use and safety of pedestrians.
- POLICY NP T5 The local planning authority will seek to ensure that within the local planning area all intersections and roadways are constructed pursuant to relevant guidelines and equipped with proper lighting to give visibility to motorists and other road users.
- POLICY NP T6 Where sidewalks are being established the local planning authority will seek to ensure that these are complemented with planted verges, proper signage, not obstructed by light poles and must be easily accessible by all users including the disabled.
- POLICY NP T7 Where necessary the local planning authority will seek to have the local authority construct lay-bys at suitable locations to accommodate public passenger vehicles and to facilitate traffic movement.

Vehicular Parking

Throughout the local planning area there is a general deficiency in the provision of parking spaces especially for commercial developments. While some developments provide parking, it is often inadequate based on the nature and scope of the activities being undertaken. The provision of adequate on-site parking spaces for commercial, office, and residential developments are critical to traffic circulation.

- POLICY NP T7 The Planning Authority will not support proposals for new developments or extensions unless the development

FIFTH SCHEDULE, *contd.*

provides the required number of parking spaces on site pursuant to the stipulations included in Appendices 7 and 9 and Figures 2 and 3 of this Order and to the satisfaction of the Planning Authority.

POLICY NP T8 Where onsite parking provisions cannot be met, supplemental parking elsewhere may be provided pursuant to the stipulations of the Development and Investment Manual, Volume 1, Section 1—Planning and Development to the satisfaction of the Planning Authority.

POLICY NP T9 All new developments having outdoor parking lots shall make use of green and or permeable parking surface techniques.

POLICY NP T10 The local planning authority shall seek to provide and implement parking arrangements for disabled which will be in accordance with Appendix 7 and Figure 2.

Housing

A total of 1,415 housing units were recorded in 2011 for the area with a total of 1,636 households. (Population Census, Housing, STATIN 2011). The type of housing is predominantly residential single-family units ranging from one to two storeys.

The Local Planning Area is a low-density district centre having the more developed communities in the north including Knockpatrick. The lack of housing can be attributed to the lack of water supply and the non-existence of some social facilities. This however is expected to gradually change due to its proximity from the Mandeville town centre.

POLICY NP H1 The local planning authority will ensure that lands zoned for housing on the Newport Local Planning Area Land Use Proposal Zoning Map (see Inset No. 4) are used for that purpose.

POLICY NP H2 New residential developments in the area shall be compatible with the nature and character of existing developments.

Residential 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 with the character and interest of surrounding developments. The Newport local planning area is hilly in some sections hence densities in those areas will be of a low nature and will be guided by the Hillside Development Guidelines for Jamaica.

POLICY NP H3 Density shall not exceed 125 habitable rooms per hectare (50 habitable rooms per acre) on a minimum lot size of 0.2

FIFTH SCHEDULE, *contd.*

hectare (½ acre), with building heights not exceeding five (5) storeys for residential lots in areas that are connected to a central sewage system.

Housing developments will be supported in existing settlements and premature subdivisions rather than in areas that are located far from the existing infrastructure. Multifamily development will be supported in areas where the topography, lot size and infrastructure can accommodate them.

POLICY NP H4 The erection of multi-family type developments (apartments/town houses) will be supported in areas where they can conform to all required standards as stipulated by the local planning authority.

POLICY NP H5 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 the Appendices of this Development Order can be met.

The incidence of informal residential 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 NP H6 In order to satisfy low income housing demand a mixture of housing types will be encouraged in large scaled developments at suitable locations.

In sections of the local planning area where there is a mixture of residential and commercial uses on the lot, the residential use will be of dominance and positioned toward the back of the designated lots.

POLICY NP H7 Commercial development within residential areas will be ancillary to the residential use of the area and should not conflict with the residential potential of the existing land.

POLICY NP H8 Planning permission will only be granted for commercial development within housing areas if it provides an essential service or facility to the community and has no adverse impact upon the amenity of neighbouring properties.

CONSERVATION OF THE NATURAL AND BUILT ENVIRONMENT

The Natural Environment

Majority of the lands located in the Newport Local Planning Area is rehabilitated lands from mining activities which is still predominately present in proximity to the

FIFTH SCHEDULE, *contd.*

local planning area northeastern boundary. Notwithstanding, there are sections that are vegetated and are rich in natural resources as it has a variety of flora and fauna. However, there are no forest reserves or rivers located within the local planning area.

POLICY NP 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.

Considerations should be taken when granting permission for buildings and other forms of development to prevent adverse impacts on the environment.

POLICY NP C2 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.

The Built Environment

The Newport Local Planning Area is characterised by one and two storey buildings. Building use are predominately residential and commercial 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. There is no declared historic buildings or monuments located within the local planning area.

POLICY NP C3 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.

POLICY NP C4 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.

Climate Change

All development sectors will 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 NP C5 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.

FIFTH SCHEDULE, *contd.**Urban Economy*

Although Newport is an active agricultural local planning area, small base commercial activities are predominately concentrated in the town centre. With agriculture being the main economic activity for the local planning area, a substantial portion of the population is seasonally employed, and it is vital that jobs are in place to accommodate them when they are out of work.

POLICY NP UE1 Commercial and office developments will be encouraged in the Newport Local Planning Area in areas zoned for such activities.

POLICY NP UE2 Planning permission will be granted to allow commercial activities and other mixed uses along the main road where these are compatible with the existing developments and will not cause damage to the amenities of the area.

POLICY NPUE3 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.

There is no market facility within the local planning area to buy or sell produce and as such residents travelled to Mandeville to sell their commodities.

POLICY NP UE4 The local planning authority will seek to identify a suitable site to accommodate market facilities and will ensure that these facilities be protected and maintain its use for the convenience of the residents in the Newport Local Planning Area.

Sub-Urban Economy

The main economic activity in the suburban areas of the Newport Local Planning Area is agriculture. However, diversification in this sector is needed to improve the economy. The planning authorities will therefore support proposals that will provide employment for residents thereby strengthening its economy.

It is important that lands of high agricultural value be protected and rationalized to preserve the economy of the area, especially in light of food security concerns related to climate change.

POLICY NP SUE1 Development for agricultural production and agro-industrial development will normally be permitted in the Newport Local Planning Area provided that such proposed developments are at suitable location where the infrastructural facilities are available and the character of the area will not be compromised.

FIFTH SCHEDULE, *contd.*

POLICY NP SUE2 The local planning authority will normally support the development of alternative and innovative agricultural activities which will utilize unproductive or underutilized agricultural lands.

POLICY NP SUE3 Agricultural activities such as livestock farming which do not depend directly on the quality of the soil and which can contribute to the rural economy will normally be supported by the local planning authority on poor quality agricultural land, providing this does not affect the good agricultural land.

Local or corner shops serve an important function in communities as supplemental income is provided but also quick retail access for residents. Such facilities will, therefore, normally be supported at suitable locations and must not detract from residential amenities or produce vehicular congestion in the area. Monitoring however must be employed by the local planning authority to ensure against the proliferation of haphazard commercial development.

POLICY NP SUE4 Proposals for corner shops in rural areas will be given consideration in appropriate locations and must not detract from the residential amenities of the area.

The development of small-scale industries in the home can bring added income to families with the requisite skills. These should not be un-neighbourly activities and should at all times be appropriate for the environment in which such uses are being undertaken.

POLICY NP SUE5 The Planning Authorities will support the establishment of small scale or other income generating activities in homes which will not be a nuisance to neighbours or have any adverse impact on the environment.

Tourism

There is potential for tourism related activities in Newport Local Planning Area to strengthen its economic base. Tourism facilities will be encouraged in the residential area to add its economic activities. However, this should be compatible with the amenities and the interests of local residents should be safeguarded.

POLICY NP TO1 The planning authority will be minded to support low density bed and breakfast type developments in order to foster greater community participation in the tourism industry.

Social Amenities

There are several social amenities that are located within the Newport Local Planning Area. The area is serviced by primary schools, a police station, library, post office,

FIFTH SCHEDULE, *contd.*

training institution and few churches. These facilities however are inadequate and over time may need upgrading and improvement to meet the needs of the local and neighbouring population.

POLICY NP SA1 The local planning authority will support the expansion and upgrading of all social facilities should the need arise. With the expansion or upgrading of such facilities provisions must be made for the disabled.

POLICY NP SA2 Developments that would decrease or eliminate any of the social facilities in the Newport Local Planning Area will not be supported unless they are being replaced with a similar facility of equal or greater stature in the locality.

Recreation /Open Space

Recreational areas and open spaces are lacking and those that exist are located within schools. As the local planning area grows and becomes more developed, functional green spaces will be an urgent social need. While certain amount of open space will be left as a requirement in developments, this cannot satisfy the needs of the population. A central area will therefore have to be developed in this regard. Lands identified within the urban core shall be developed as a multi-purpose use community centre including the option of providing educational programmes.

POLICY NP SA3 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 NP SA4 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 NP SA5 All lots within the Newport 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 NP SA6 No structure shall be allowed on any public open space that does not complement the use thereof.

Educational and Institutional

There are a number of educational and institutional facilities located throughout Newport. Educational facilities range from basic to primary school. Institutional facilities consist of a training facility and Type III health centre. These facilities serve the local populace and neighbouring communities.

FIFTH SCHEDULE, *contd.*

POLICY NP 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 and the standards of the relevant authority.

POLICY NP SA8 The local planning authority will support proposals for educational facilities providing post-secondary training provided that the requirements specified by the relevant Ministry are met.

The library and health centre are currently located within areas that are inadequate. The local planning authorities along with the relevant authorities will seek to ensure that suitable lands are sought for the development of a library, health centre and other social amenities as the need arises. Lands were identified along a section of the Rest Store-Newport Secondary Road to establish a health centre and library that will adequately serve the needs of the locality.

POLICY NP SA9 Lands identified along the Rest Store-Newport Secondary Road in the urban core should be reserved for the development of a health centre, library and other government facilities and should only be used for such purpose.

Cemetery

There is no public cemetery in the Newport Local Planning Area, and residents predominately use family plots, church cemeteries or public cemeteries in Mandeville and other surrounding areas for burial. The local planning authority will not normally support family plot burials on residential lots.

POLICY NP SA10 the local planning authority will seek to identify lands for the location of a cemetery site within the local planning area and will seek to have this area developed for the stated purpose.

POLICY NP SA11 The local planning authority will support the use of crematorium as an alternative form of burial.

Mining

There are pockets of rehabilitated lands from mining activities that were observed in the Newport Local Planning Area. There is also a conveyer belt that runs through a section of the northern planning boundary. 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.

POLICY NP M1 Planning permission will not be given for developments in Newport unless the agency or agencies that are responsible

FIFTH SCHEDULE, *contd.*

for identifying and safeguarding the location of mineral reserves has given its approval for such proposal.

There is also some evidence of quarrying activity in the northeastern section of the planning boundary. Measures must therefore be put in place to ensure that there is no adverse effects on residents during and after the extraction process. Restoration of the areas or land reclamation should be done in the shortest possible time.

- | | |
|--------------|--|
| POLICY NP M2 | Quarries must be located within quarry zones where designated and should be adequately buffered from all adjoining properties and is in keeping with the guidelines of the Mines and Geology Division. |
| POLICY NP M3 | 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 NP M4 | 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. |

Water Supply

The Newport Local Planning Area's water supply is currently provided by the National Water Commission and by private means. The Statistical Institute of Jamaica Census Data (2011) reveals that approximately thirty-two percent (32%) of the 1,636 households have access to public source of potable water piped to into dwellings or yards, standpipes or catchment tanks.

- | | |
|---------------|---|
| POLICY NP WS1 | The relevant authorities will seek to ensure that the existing public water supply systems are improved to adequately service the local planning area. |
| POLICY NP WS2 | The planning authority in consultation with the relevant agencies, will seek to locate and secure lands/easements for the accommodation of infrastructure to support the expansion in water distribution. |
| POLICY NP WS3 | All new subdivision development 10 lots and over shall be required to reserve a lot for the storage of water with capability for fighting purposes. |
| POLICY NP WS4 | All new developments shall be required to provide rainwater harvesting facilities or other suitable water source to satisfy the needs of the development. |

FIFTH SCHEDULE, *contd.*

- POLICY NP WS5 New developments which are served with a piped domestic water supply system are encouraged to make provision for the use of rain water/grey water for the watering of plants and gardens.

WASTE TREATMENT AND DISPOSAL

Sewage Disposal

The absence of a central sewage system has led to the high use of pit latrines throughout the parish. As the local planning area develops, the demand for a central sewage disposal system will increase. It is encouraged that, all methods of disposal should conform to those recommended by the relevant Ministry, the Natural Resources Conservation Authority (NRCA), the local authority and all other relevant authorities.

- POLICY NP WT1 In the absence of a central sewage system the following sewage disposal methods may be permitted in appropriate situations:
- (a) septic tanks and tile field;
 - (b) any other safe and appropriate waste disposal technology as may be developed that is acceptable to the planning authorities and other relevant agencies.

- POLICY NP WT2 Permission will not be granted for new buildings, change of use or extensions in areas that are not centrally sewered unless the sewage treatment facilities proposed will be treated to the satisfaction of the bodies mentioned above.

Solid Waste Disposal

The 2011 Population Census showed that fifty per cent (50%) of residents have their solid waste collected by the public system. However, forty-three per cent (43%) dispose of solid waste by burning. Methods of recycling should be introduced to diminish the amount of waste being disposed of indiscriminately.

- POLICY NP WT3 The indiscriminate and unsatisfactory disposal of waste will not be encouraged, and the local planning authority will support the routine collection and recycling of such waste as much as possible and provide the facilities for this to take place.

Inadequate garbage facilities exist in the local planning area. This can have an adverse effect on the surrounding environment and health of residents and may cause infestation by rodents and insects. All developments should therefore make provision for proper waste storage collection.

FIFTH SCHEDULE, *contd.*

- | | |
|---------------|---|
| POLICY NP WT4 | All developments will be required to make adequate provision for the storage and collection of waste matter which should if possible be sorted into non-recyclable and recyclable categories. |
| POLICY NP WT5 | The disposal of waste into sinkholes and other areas of ecological value will not be supported by the planning authority. |

Energy Generation and Distribution

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 residential and business areas.

- | | |
|--------------|--|
| POLICY NP EI | The planning authority will ensure that the design of new buildings take into consideration modern energy conservation techniques and practices, including the implementation of renewable energy systems. |
|--------------|--|

FIFTH SCHEDULE, *contd.*

MILE GULLY LOCAL PLANNING AREA

Description

Mile Gully is rural farming district centre with large agricultural lands located to the northwest of Mandeville and is bordered by Derry to the west, sections of Endeavor to the south, Lichfield to the east and Green Vale to the north. It is categorized as a district centre by the National Physical Plan 1978-1998 and as a growth area in the STATIN Population Census 2011. Mile Gully consists of several communities which includes Endeavour, Green Hill, Lichfield, Bethany/Green Vale, Mile Gully Proper, Bushy Park and Inglewood.

The local planning area covers an area of 10,312,162 square metres (2548.19 acres). In 2001 the population was 2,134 persons which decreased to 2,072 in 2011 (STATIN Population Census Data 2011). A growth rate of -0.2944 per cent was recorded for this intercensal period, assuming that the growth rate remains constant the population is expected to further decrease to 2,006 persons by the year 2030. The majority of the labour force in the area is employed in personal services and agriculture. Agricultural activity is widely practiced in sections of the area with a variety of goods being produce such yam, vegetables and potatoes. The area consists of several schools, library, post office, police station, a Type III health centre, a community centre and playing field.

TRANSPORTATION AND TRAFFIC

Transportation Centre

Public transportation is available within Mile Gully in the form of route taxis and minibuses which plies the Mile Gully to Mandeville and Christiana routes. There are also taxis that traverse to and from the various adjoining communities. There is no designated public transportation centre and so passengers are usually set-down and picked-up along the bus stops and lay-bys along main thoroughfares. There is an old railway station in the town of Mile Gully. This railway was widely used in the past but is now dormant. To ensure that the transportation system is integrated, considerations should be given to the location of a transportation centre in the vicinity of the railway station. This would provide an easy link between users of the various means of transportation such as buses and taxis.

- | | |
|--------------|---|
| POLICY MG T1 | The local planning authority will seek to identify and encourage the development of a parcel of land on the railway compound as a transportation centre and parking area with the necessary facilities for public and private motor vehicles. |
| POLICY MG T2 | The local planning authority will seek to identify lands and reserve lot/lots within Mile Gully Local Planning Area to serve as vehicular terminal facilities for all public passenger |

FIFTH SCHEDULE, *contd.*

vehicles. All public passenger vehicles operating within the town will be expected to operate from this location.

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 takes the necessary steps to control the number of vendors and their activities on the premises.

- POLICY MG T3 The local planning authority will ensure that the transportation centre when developed is provided with the necessary facilities and amenities for the use and comfort of commuters, such as routes identified, snack counters and toilet facilities are provided and that vending activities are regulated.

Road Network

The Mile Gully main road, also known as Main Street, is one of the main access routes to the local planning area. This thoroughfare provides access to other towns such as Mandeville, Christiana and Balaclava in St Elizabeth. There is limited traffic along this main roadway. If there is an increase in traffic volume then there will be a need to widen the roadway. Care should be taken in the location of new buildings to ensure that land is available for this purpose. A mixture of residential and commercial buildings is 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 connecting roads resulting in these roadways being unsafe for pedestrians. There is therefore a need for the inclusion of sidewalks to increase the safety of these roads for pedestrians use.

- POLICY MG T4 The local planning authority will ensure that any rehabilitation of the arterial or any other roads are carried out in the area that seeks to improve or add adequate sidewalk facilities, street furniture and lay-bys for the use and safety of pedestrians and persons with disabilities and shall be in accordance with Appendix 7 and Appendix 9.

- POLICY MG T5 The local planning authority should ensure that street furniture are not placed in the sidewalks green verge or in the lay-bys to separate vehicle traffic from pedestrians.

Vehicle Parking

Commercial establishments, especially along the Main Street have been constructed without any provision of on-site parking facilities. This encourages parking along the

FIFTH SCHEDULE, *contd.*

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 with less interruption.

- | | |
|--------------|---|
| POLICY MG 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 MG 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. |
| POLICY MG T8 | The local planning authority will seek to provide and implement parking arrangements for the disabled which will be in accordance with Appendix 7 and Figure 2. |

Housing

Housing infrastructure within the Mile Gully Local Planning Area is predominantly single family detached residential units constructed mainly of concrete and wood. The housing unit as well as multi-family developments and these are characterized by one and two storey buildings constructed mainly of concrete and wood. According to the STATIN 2011 Population Census Data Mile Gully has only a deficit of 98 housing unit.

With the slow population growth rate there is also a slow growth in household formation resulting in not many units being required by the end of the planning period. The majority of development activities is therefore expected to be in the form of renovations and expansion of the existing buildings. The Mile Gully local planning area is predominantly agriculture and so most of the residential activities are linked with agriculture and future developments should reflect this situation. 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 this purpose.

- | | |
|--------------|---|
| POLICY MG 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. Density shall not exceed 75 habitable rooms per hectare (30 habitable rooms per acre) as indicated on Map 2 with building heights not exceeding three (3) floors. |
|--------------|---|

FIFTH SCHEDULE, *contd.*

- POLICY MG H2 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 MG H3 New residential developments in the local planning area shall be compatible with the nature and character of existing development.
- POLICY MG H4 The Government Land Settlement at Green Vale should be used for residential agricultural purposes and the planning authority will not grant permission for any large-scale housing development in this area.

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 Order.

- POLICY MG 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.
- POLICY MG 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 7 of this Development Order can be 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 prevent escalation of these settlements.

- POLICY MG H7 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.

CONSERVATION OF THE NATURAL AND BUILT ENVIRONMENT

The Natural Environment

The topography of the Mile Gully local planning area consists of hills and valleys which rises to 1,700 feet above sea level in Mile Gully proper and to about 2,500 feet at the high points in the villages of Bethany and Maidstone on the lower slopes of the

FIFTH SCHEDULE, *contd.*

Don Figuerero Mountains. Due to its rural location, Mile Gully has a lot of natural vegetation with 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. There is small open space within the centre of the town with sanitary convenience which is now a mini park and has enhanced the townscape and provides an area of relaxation for shoppers.

- | | |
|--------------|--|
| POLICY MG 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 MG C2 | The local planning authority will seek to protect conservation areas as identified on the proposed zoning map. |
| POLICY MG C3 | The local authority will not grant permission for any other use other than open space for the mini park within the town centre. |

The Built Environment

Mile Gully is a town that is steeped in history. The community of Skull Point was historically located where the head of John Knight the martyr was “set up” as a warning to the other slaves not to keep any more meetings for the praise and worship of God. There are other historic landmarks such as James Knight’s Comfort Hall Stop and Lyndhurst Plantation House Site. The former is where James Knight met with a group on his idyllic escape and the latter is the place where he worked as a slave. Although these sites have not been declared by the Jamaica National Heritage Trust, they are of historical significance and should be protected for posterity.

- | | |
|--------------|--|
| POLICY MG C4 | 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 MG C5 | Skull Point, James Knight Comfort Hall Stop, Lyndhurst Plantation House Site are historic landmarks which will be preserved and no permission will be given for any other development in these locations before prior consultation with the Jamaica National Heritage Trust. |

There are several other natural heritage sites that need to be protected along with the historic landmarks. These include scenic views from hillocks, outcrops of interesting limestone formation, sink holes and caves. These sites of interest must be safeguarded against developments that will have an adverse impact.

FIFTH SCHEDULE, *contd.*

- | | |
|--------------|--|
| POLICY MG C6 | The planning authority will not grant permission for any development that will obstruct or destroy any outstanding views that would be of national interest. |
| POLICY MG C7 | No development will be supported in the vicinity of sink holes or caves that will be detrimental to their existence. |
| POLICY MG C8 | All hillocks are to be preserved in their natural state and no development will be permitted which will in anyway destroy their unique features. |

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. Maidstone in the local planning area is declared as a heritage site by the Jamaica National Heritage Trust. There are other important heritage sites that are proposed historical and archeological sites such as the Mile Gully Police Station.

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

- | | |
|---------------|--|
| POLICY MG 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. |
| POLICY MG 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. |

Urban Economy

The area consists of a variety of economic activities such as supermarkets, wholesales, hardware, gas station, funeral parlour, photo studio, shops, bars, restaurants, meat mart and few light industries. 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. 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.

FIFTH SCHEDULE, *contd.*

- | | |
|---------------|--|
| POLICY MG 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 MG UE2 | Proposal for the extension of business premises will be permitted provided the visual amenity of occupiers of neighbouring properties is safe guarded. |
| POLICY MG 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 MG UE4 | 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 is appropriate along the major thoroughfare, and will at all times protect the compatibility of the uses. |
|---------------|---|

Sub-Urban Economy

The local planning area of Mile Gully is one that is endowed with pasture lands, citrus and mixed cultivation. Agriculture is the dominant land use pattern and it is also the main economic activity, with most of the employed labour force being absorbed into it. Some of these lands have deposits of bauxite and are for future mining.

Until this takes place the land use proposals will therefore have to ensure that agricultural land is retained for that purpose as much as possible. On completion of the mining operations some of the land may be rehabilitated for urban development, while the remaining for continued agricultural use.

- | | |
|----------------|--|
| POLICY MG SUE1 | The removal of land with citrus and pasture to other uses will only be permitted in exceptional circumstances where it can be shown that such removal is unavoidable and necessary for national development or that of the town. |
| POLICY MG SUE2 | The planning authority will grant permission for the location of agro-industrial enterprises on rehabilitated bauxite or agricultural lands within the urban areas. |

FIFTH SCHEDULE, *contd.*

- POLICY MG SUE3 Planning permission will not normally be given to developments which will result in the widespread loss of agricultural potential in areas with well-developed pasture.
- POLICY MG SUE4 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.

The area produces a lot of fruits and vegetables and there is a problem with marketing which often results in low economic returns. With such a situation steps must be taken to diversify the economic base and increase its buoyancy, through the establishment of other activities.

- POLICY MGSUE5 Cottage industries will be supported at suitable locations to diversify the economic base of the area and create forward and backward linkages to the tourism industry within Manchester.

Tourism

The local planning area has many places of interest however tourism related activities are limited to non-existent. There is potential for tourism development within the area and with the establishment of tourism on the south coast this situation could be changed. Facilities should therefore be in place to accommodate this new activity when the need arises and any activity that involves the sustainable use of the natural resources within the area will be encouraged.

- POLICY MG TO1 Planning permission will be given for the development of villas and other resort purposes on a small-scale in Mile Gully 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 MG TO2 New tourism developments will normally be supported in suitable areas to increase the economic potential of the local planning area provided that the integrity of the area is not compromised.
- POLICY MG TO3 The planning authority will support tourism development in the area, especially those activities which will attract local tourists.

Social Amenities

The Mile Gully local planning area has several basic social amenities necessary for standard rural living some of which includes churches, a Type III health centre, library,

FIFTH SCHEDULE, *contd.*

schools, post office, playing field and community centre and police station. Currently the provision of public open spaces and recreation places are limited within its boundary.

- | | |
|---------------|---|
| POLICY MG SA1 | The local planning authority will support the expansion and upgrading of all social facilities should the need arise. |
| POLICY MG SA2 | The local planning authority will ensure that social facilities have adequate access and amenities for persons with disabilities. |
| POLICY MG 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 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 MG SA4 | The community centre should be used as a multi-purpose facility for a wide range of activity including educational purposes such as technical or skills training will be supported by the local planning authority. |
| POLICY MG SA5 | All new multi-family developments shall reserve lands for the recreational needs of the residents in the development at the rate set out in Appendix 10 and ownership be endorsed on the individual titles. |

Educational and Institutional

The local planning area is equipped with educational institutions ranging from early childhood to secondary levels. 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.

- | | |
|---------------|--|
| POLICY MG SA6 | New proposals and extensions for educational and institutional uses will be assessed on their own merit and shall conform to all required planning standards and the standards of the relevant authority. |
| POLICY MG SA7 | 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. |

FIFTH SCHEDULE, *contd.**Cemetery*

There are no public cemetery located within the boundary of the Mile Gully local planning area. Presently burials within the area occur primarily on church properties or in the backyards (onsite burial) and family plots. The local planning authority should seek to identify available lands within the parish to serve as a parish cemetery. Other interment options which conserve land space will also be examined.

POLICY MG SA8 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.

POLICY MG 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 and this is acceptable socially by the residents.

POLICY MG SA10 The local planning authority will seek lands on the outskirts of the local planning area for the use of a public cemetery to satisfy the needs of the community as well as adjoining areas after full consultation with the relevant Ministry, NRCA and the other relevant authorities.

Mining

Mile Gully is located in the area encompassed by the JAMALCO Bauxite Company mining lease. Evidence of mining activity in the form of rehabilitated lands are seen on the edge as well as the interior of the boundary of the local planning area.

POLICY MG M1 Planning permission will not be given for mining and quarrying in Mile Gully unless the agency or agencies are responsible for identifying and safeguarding the location of mineral reserves has given its approval for such proposal.

There is also some evidence of quarrying in the northern section of the area (Green vale). Safeguards will therefore have to be in place to ensure that there are no adverse effects on residents during and after the extraction process and the bauxite bearing lands are not sterilized.

POLICY MG M2 Where quarrying occurs the rehabilitation or restoration of mined out pits to a stage where it can be used for other purposes should be undertaken, by the developers.

POLICY MG M3 Quarries must be located in quarry zones and will not be permitted in any other location. These will not be located in proximity to any development including residential areas.

FIFTH SCHEDULE, *contd.*

Mining plays a part of the area as there are several mined out pits in the area. It is imperative to integrate mining and restoration of the sites 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. The use of buffer zones would protect residents by providing physical separation between housing and mining activities.

- | | |
|--------------|---|
| POLICY MG M4 | 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 MG M5 | 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. |
| POLICY MG M6 | The relevant authority will seek to prevent the development of non-compatible uses (eg. Residential) in proximity to quarrying mines, mud lakes and heavy industries. |
| POLICY MG M7 | The bauxite companies and the relevant authorities should establish a buffer zone between residential neighbourhoods and mining areas before the start of operations. |

Water Supply

Most of the households in the area are without piped water systems. Water supply is currently provided through a series of catchment tanks which account for 92.9 per cent of the total households in the Local Planning Area. Rainwater catchment tanks and other water collection devices play a vital role in the supply of water in the area. The STATIN 2011 Population Data shows that 3.2 per cent of the total household have water supply piped into their dwelling units, 1.8 uses a public standpipe and 2.1 per cent uses the public catchment system. Provisions should be made for the collection of water in all new developments.

- | | |
|---------------|--|
| POLICY MG 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 this purpose should be encouraged.

FIFTH SCHEDULE, *contd.*

- POLICY MG 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 MG 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.
- POLICY MG 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.
- POLICY MG WS5 All new subdivision development 10 lots and over shall be required to reserve a lot for the storage of water with the capability of fighting purposes.

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 MG WS6 The use of recycled grey water will be encouraged and provision should be made for this in development proposals.
- POLICY MG WS7 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.

WASTE TREATMENT AND DISPOSAL

Solid Waste Disposal

Mile Gully has a fairly effective garbage collection system in place for the collection of both sewage and solid waste. Based on the STATIN 2011 Population Census data 61.7 per cent of the total population has public garbage collection collected from Southern Parks and Market Limited (SPM). 25.7 per cent of the residents burn their garbage, 5.4 per cent bury their garbage and 7.2 per cent uses a private collection agency. The Martins Hill Waste Disposal facility is located within the parish. However, the burning of garbage is still evident in the local planning area.

- POLICY MG 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.

FIFTH SCHEDULE, *contd.*

- POLICY MG WT2 Planning permission will not be given for waste disposal operations likely to have an adverse effect on public health and safety.
- POLICY MG WT3 All developments will be required to make adequate provision for the storage and collection of waste which should if possible be sorted into non-recyclable and recyclable categories.

Sewage Disposal

With irregularities in the piped water supply system and the absence of central sewerage system, the traditional pit latrine continues to be used as a method of sewerage disposal. In the STATIN 2011 Population Census data 26 per cent of households used pit latrines while 63 per cent uses water closets that are not shared, 1.3 per cent of the persons has no access to toilet facilities and while 9.7 per cent uses shared toilet facilities. 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 with satisfactory method of disposal.

- POLICY MG WT4 In the absence of a central sewage system the following sewage disposal methods may be permitted in appropriate situations:
- (i) septic tanks and tile field 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.
- POLICY MG WT5 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 MG WT6 The local planning authority will support the use of sewage disposal methods in the area once they are approved or recommended by the relevant agencies.

WILLIAMSFIELD LOCAL PLANNING AREA

Description

Williamsfield local planning area is located in central Manchester and is approximately 6 miles (9.7 kilometres) northeast of Mandeville. It is categorized as a district centre in The National Physical Plan 1978-1998 and extends from the communities of Porus in the south, Bombay in the north, Kendal in the west and Bethany in the east.

FIFTH SCHEDULE, *contd.*

The local planning area covers an area of 18,525,443 square metres (4,578 acres) and encompasses several smaller communities. The Statistical Institute of Jamaica (STATIN), Population Census Data 2011 shows that there are 6,568 persons living within the local planning area of Williamsfield. This shows an increase from the 2001 population of 3,986 persons. A growth rate of 5.121 per cent was recorded for this intercensal period, assuming that the growth rate remains constant the population is expected to further increase to 11,376 persons by the year 2030.

The local planning area has a vibrant economy that provides a range of goods and services ranging from shops, bars, wholesales and supermarkets, banks, bakeries and offices. There are also educational institutions, a Type II health centre, post office and two police stations. Mining activities are also prevalent in sections of the local planning area and the Kirkvine Bauxite plant is located within its boundary. Other existing industries are the Picka Peppa factory, Pioneer Chocolate factory, JSP Coffee factory as well as Holsum bakery that helps with the development and growth of the local planning area.

TRANSPORTATION AND TRAFFIC

Transportation Centre

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. There is no designated transportation centre located within the local planning area. The area is served by buses and taxis which traverse the area with routes such as Mandeville to Williamsfield. Williamsfield local planning area is also served by taxis which operate from various locations in the town but more so from Hope Village where there is a link to the district of Bellefield and other areas. This causes an interruption to the free flow of traffic passing to and from Kingston as passengers are picked up and set down along the busy thoroughfare without any regard for other motorists. To facilitate the traffic to flow smoothly along the main street, it is essential that a transportation centre be provided in the future especially since the Melrose Bypass will be incorporated in Highway 2000. In this regard it is recommended that a portion of land adjoining the railway station site be used for this purpose.

- | | |
|-------------|--|
| POLICY W T1 | The local authority will be encouraged to acquire and develop an area of land adjoining the railway station to the east as a transportation centre and parking area with the necessary facilities for public and private motor vehicles. This should have all the necessary facilities such as shops, proper lighting and marked bays to accommodate everyone including persons with disabilities. |
| POLICY W T2 | The local planning authority will seek to ensure that the Local Authority provides the transportation centre with |

FIFTH SCHEDULE, *contd.*

the amenities necessary for the use and comfort of all commuters such as snack counters and toilet facilities and that vending activities are regulated.

Road Network

The road network consists of the main highway (Melrose Bypass) from Kingston to Savanna-la-mar or the Winston Jones Highway. This roadway is located on the outskirts of the local planning area. There is also Williamsfield main road (Main Street) which traverses the town centre which connects the main road from Kendal and Shooters Hill in the west and to Hope Village and Bellefield in the east, with several arterial roads and tracks. The Melrose Bypass also traverses the local planning area and offers a scenic view of the lush and green vegetation. The arterial roads and tracks in the local planning area should be set back so that these roads can be widened in the future without any obstacles.

- | | |
|-------------|--|
| POLICY W T3 | The local planning authority will seek to develop a road widening, improvements and maintenance programme for sections of Main Street and Top Road within the urban core in conjunction with the relevant authorities. |
| POLICY W 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. These roadways should be developed with sidewalks and there should be no street furniture or light poles in the sidewalk or green verge to separate the vehicles from the pedestrian. |
| POLICY W 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. |

Vehicular Parking

Onsite parking facilities as well as loading and unloading bays for the commercial and industrial activities located in the town are limited. There is a need therefore for this deficiency to be addressed since it is dangerous to park on the street. All new developments should provide off street parking facilities for their customers and staff.

- | | |
|-------------|---|
| POLICY W T6 | Proper off-street customer parking facilities should be provided for all new developments on each site in accordance with the requirements set out in the Appendices. |
|-------------|---|

FIFTH SCHEDULE, *contd.*

- POLICY W 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.
- POLICY W T8 The planning authority will not grant planning permission for any new development or extension unless parking is provided in accordance with the requirements set out in the Appendices of this order.

The Jamaica Railway Corporation line passes through Williamsfield and Kendal and a train station is located in the town, however this facility is not in use. There are no designated parking areas resulting in on-street parking along the major roadways throughout the locality. Adequate parking facilities should therefore be made available on properties to accommodate both commercial and passenger motor vehicles.

- POLICY W T9 The Jamaica Railway Corporation will be required to provide adequate parking facilities for both commercial and passenger vehicles on the railway station compound as set out in the Appendix 3.
- POLICY W T10 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.

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 minimizing the percentage of paved surfaces there is the added benefit of reduced storm water runoff and localized flooding.

- POLICY W T11 All new developments having outdoor parking lots shall make use of green and or permeable parking surface techniques as indicated in the Appendices.
- POLICY W T12 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.

Housing

Housing infrastructure within the Williamsfield local planning area is predominantly single family detached residential units, constructed mainly of concrete and wood. The housing units are characterized by one and two story buildings as well as several

FIFTH SCHEDULE, *contd.*

multifamily development. There are several subdivision in the local planning area such as Russel Place, Melrose and Hope Village along with sections of Bellefield and Kendal communities.

In addition, a few resettlement schemes were constructed by Kirkvine (previously Alcan) to relocate those who were affected by the bauxite mining operations. There are several multifamily or high-density developments such as Town Houses and Apartments. According to the STATIN Population Census 2011 there are 977 households in the Williamsfield local planning area with a national household size of 3.1. Based on the calculation there is a need of 1,141 more housing units within the area, it is envisioned that lands located on the outskirts of Mandeville (Perth, Moorelands, Mount Nelson) will be more than sufficient to fulfil the housing needs of the local planning area as well as Mandeville.

- | | |
|-------------|--|
| POLICY W H1 | Density shall not exceed 125 habitable rooms per hectare (50 habitable rooms per acre) on a minimum lot size of 0.2 hectare (½ acre), with building heights not exceeding five (5) storeys for residential lots in areas that are connected to a central sewage system. |
| POLICY W H2 | 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 W H3 | New residential developments in the Local planning area shall be compatible with the nature and character of existing development. |
| POLICY W H4 | In order to provide affordable housing units for the low-income segment of the market service lots and starter units will be encouraged by the planning authority. |

With the rapid population increase during the 2001 to 2011 censal period it is assumed that new household formations would increase in similar fashion. Government owned lands should be used to solve this problem. There has been numerous housing development such as Melrose Mews, Hope Village and Royal Flat.

- | | |
|-------------|---|
| POLICY W H5 | In order to satisfy low-income housing demand a mixture of housing types will be encouraged in large scaled developments at suitable locations. |
|-------------|---|

Williamsfield is faced with many physical constraints, the hilly terrain bauxite mining activities and agricultural land. As such nodal settlement patterns have evolved. In addition, the town centre is underdeveloped and lacking in some essential services,

FIFTH SCHEDULE, *contd.*

resulting in residents normally doing less travel than they normally would into the centre for services.

POLICY W H6 Infilling of vacant lots in residential subdivisions will be encouraged in areas in proximity to the town centre, in an effort to ensure maximum use of the amenities available.

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 Order.

POLICY W H7 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 outlined in the Appendices of this Order.

POLICY W H8 The planning authorities will not support any new multi-family development (apartments/townhouses) except where parking facilities are provided as stipulated at the rate outlined in Appendix 7 of this Development Order.

CONSERVATION OF THE NATURAL AND BUILT ENVIRONMENT

The Natural Environment

The town centre of Williamsfield lies in a narrow pass between the Manchester plateau and the mountains to the east. The area is made up of bauxite soils and a lowland seasonal evergreen forest. There are instances of deforestation that is being done especially in agricultural communities where the dependence on this type of fuel is substantial. Indiscrete farming practices also contribute to the destruction of the vegetation in some areas, without any regard for their impact on the environment.

POLICY W C1 The local authority will be encouraged to preserve stands of trees and woodlands that are of ecological value by placing them under Tree Preservation Orders.

A band of lowland seasonal evergreen forest remains on the slopes of Melrose Hill east of Williamsfield (conservation area on Inset No.6) along with an extensive disturbed forest remnants in the area. 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 Williamsfield local planning area.

POLICY W C2 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.

FIFTH SCHEDULE, *contd.*

- POLICY W C3 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.

There is small open space (pond) within the centre of the town which can be established as a mini park and will seek to enhance the townscape and provides an area of relaxation for persons using the area.

- POLICY W C4 The local authority will not grant permission for any other use other than open space for the mini park within the town centre for passive recreational purposes.

The Built Environment

The Williamsfield Local Planning Area is characterized by one, two and three storey buildings. Building uses range from commercial, small industries 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 W C5 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.

- POLICY W C6 The conversion or alteration of any existing building should be of a high standard of design and be in sympathy with the existing built environment.

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. There are currently two declared Jamaica National Heritage Trust sites in the area namely the Williamsfield Great House and the Williamsfield Railway Station. The Williamsfield Great House located on the Williamsfield to Mandeville route and is a fine example of local architecture which should be preserved. The Williamsfield Railway Station was constructed in 1891 in a Jamaican/Georgian architectural style. The Kendal Train Crash site is located outside the boundary of the local planning area however there is still a need to conserve this piece of history.

- POLICY W C7 In order to protect and preserve the unique features of the Williamsfield Great House and the Williamsfield Railway Station permission will not be given for any development that would in any way change the character and external design of the buildings.

FIFTH SCHEDULE, *contd.*

- POLICY W C8 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.
- POLICY W C9 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.

Urban Economy

The urban economic activities in Willimasfield are concentrated in small pockets across the local planning area and are limited. Williamsfield is known as a dormitory town and it relies heavily on Mandeville for social services. The area consist of a variety of commercial entities such as supermarkets, wholesales, hardware, gas station, shops, bars, restaurants, night clubs, funeral parlour, Kirkvine office, Pioneer Chocolate Factory, Holsum bakery, JSP Coffee factory and few light industries located at strategic points however these services are limited and this creates the need for a more economic activities in the local planning area. 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 and more economic activities to sustained and balanced development of the area.

- POLICY W 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.
- POLIC W UE2 Proposal for the extension of business premises will be permitted provided the visual amenity of occupiers of neighbouring properties is safe guarded.
- POLICY W 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 and/or light industry and commercial activities on the same lot will be encouraged. However, where land uses are incompatible this will not be encouraged.

FIFTH SCHEDULE, *contd.*

- | | |
|--------------|---|
| POLICY W 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 W 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 is appropriate along the major thoroughfare, and will at all times protect the compatibility of the uses. |

Sub-Urban Economy

The Williamsfield local planning area has pasture lands as well as agriculture lands which are on lands rehabilitated after the cessation of bauxite mining activities. 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 yam, banana 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 W 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 W SUE2 | Consideration will be given to small home based cottage type industries provided that there is no adverse impact on the area. |
| POLICY W 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. |
| POLICY W SUE4 | Small business enterprises with access to the necessary infrastructure will be supported in the urban core by the local planning authority. |

The Bauxite and agriculture industries accounts for approximately half (fifty per cent) of the land space in the Williamsfield local planning authority. Cattle rearing is a major activity being undertaken on rehabilitated mined out lands. There are also the production of root crops and scotch bonnet peppers which are mostly cultivated in

FIFTH SCHEDULE, *contd.*

the northern section of in the Bellefield area. There are no market in the local planning area and so there is a need for a market facility in the town centre. There is also a need for more small corner shops as well as a craft market within the area as the few located are on the main road.

- | | |
|---------------|--|
| POLICY W SUE5 | Agricultural lands in Bellefield and Melrose Hill in particular will be protected from non-agricultural developments or those that would in any way reduce the agricultural potential of such lands. |
| POLICY W SUE6 | The planning authority will consider applications for shops and other service facilities on an individual basis and grant permission where it is essential to meet the needs of the community. |
| POLICY W SUE7 | The relevant authorities will seek to identify lands within the local planning area to serve as a market and commercial area for produce as well as a craft market |

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 W TO1 | Planning permission will be given for the development of villas and other resort purposes on a small-scale in Williamsfield 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 W TO2 | New tourism developments will normally be supported in suitable areas to increase the economic potential of the local planning area provided that the integrity of the area is not compromised. |
| POLICY W TO3 | The local planning authority will seek to encourage the establishment of eco-tourism and tourism facilities in the local planning area. |

Social Amenities

The Williamsfield local planning area has several basic social amenities necessary for standard rural living some of which includes churches, a Type II health centre, library, schools, two post offices, two police stations, several skills training center,

FIFTH SCHEDULE, *contd.*

playing field and community centre. Currently the provision of public open spaces and recreation places are limited within its boundary. The rural character of Williamsfield endows it with a lot of greenery and open space. Despite this there are no formal recreational facilities that can be used for any organized sporting activities. Social services, which are critical to attain and sustain suitable standard of living, and improve the quality of life are lacking.

POLICY W SA1 The local planning authority will support the expansion and upgrading of all social facilities should the need arise.

POLICY W SA2 The local planning authority should seek to identify lands that are suitable to site essential social facilities that are lacking in the local planning area. Developments that would decrease or eliminate any of the existing social facilities listed above would not be supported unless being replaced with a similar facility of equal or greater stature in the immediate neighbourhood.

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 W SA3 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. The local planning authority should ensure that this facility have adequate access and amenities for persons with disabilities

POLICY W SA4 All new multi-family developments shall reserve lands for the recreational needs of the residents in the development at the rate set out in Appendix 10 and ownership be endorsed on the individual titles.

Educational and Institutional

The local planning area is equipped with educational institutions ranging from early childhood to secondary levels as well as a skills training centre. There is also a 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 W SA5 New proposals and extensions for educational and institutional uses will be assessed on their own merit and

FIFTH SCHEDULE, *contd.*

shall conform to all required planning standards and the standards of the relevant Ministry.

- POLICY W SA6 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 Williamsfield (Melrose) public cemetery which serves the local planning area and the surrounding communities is located outside the boundary. In the event that there is a need for more burial space in this area then the local planning authority will seek to identify lands to fulfil this purpose. Other interment options which conserve land space will also be examined.

- POLICY W SA7 The local planning authority will identify lands for the location of a cemetery site within the local planning area and will seek to have this area developed for the stated purpose.

- POLICY W SA8 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.

Mining

Williamsfield has an extensive bauxite mining belt stretching from the centre of the planning area to the north west of the area. Although actual mining is on the decline within its boundaries it is still the focus of Kirkvine Operations. Bauxite mined from other sections of the parish is brought to the Kirkvine Plant for processing. Presently, the operations are not a threat to surrounding communities as it is in isolation and encircled by greenery enough to break and capture dust or noise, nuisances. Bauxite mining employs a small portion of the labour force accounting for only 11 per cent of those employed. Rehabilitated mined out lands are normally utilized for cattle rearing or for resettlement schemes. The use of buffer zones would protect local residents by providing a physical separation between housing and mining activities.

- POLICY W M1 Planning permission for any development within the bauxite belt will not be granted by the planning authority if the proposal would have negative effects on mining or other related operations.

- POLICY W M2 The bauxite companies and the relevant authorities should establish a buffer zone between residential neighbourhoods and mining areas before the start of operations.

FIFTH SCHEDULE, *contd.**Water Supply*

The National Water Commission (NWC) is the main water provider for the local planning area accounting for the total household which is 51 per cent having access to public water supply that is piped into their dwelling. 4 per cent of persons uses water supply from standpipe and 1.8 per cent uses water supply through the use catchment tanks. The remaining 43.2 per cent uses privately sourced.

POLICY W 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 W 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 W 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.

POLICY W 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.

POLICY W WS5 The local planning authority will support any expansion of the National Water Commission system that will benefit and provide water for persons in around the local planning area.

POLICY W WS6 All new subdivision development 10 lots and over shall be required to reserve a lot for the storage of water with the capability for fighting purposes.

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.

FIFTH SCHEDULE, *contd.*

POLICY W WS7 The use of recycled grey water will be encouraged and provision should be made for this in development proposals.

POLICY W WS8 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.

WASTE TREATMENT AND DISPOSAL

Sewage Disposal

Sections of the local planning area has no central sewage disposal systems and this has resulted in the use of pit latrines and septic tanks and absorption pits. Central sewerage is observed in Melrose Mews and Russel Place subdivisions. In the STATIN 2011 Population Census data 10 per cent of the total households used pit latrines while 76.9 per cent had water closets that are not shared. 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 with satisfactory method of disposal.

POLICY W WT1 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 W WT2 The local planning authority will support the use of sewage disposal methods in the area once they are approved or recommended by the relevant Ministry and the NRCA.

POLICY W WT3 The disposal of waste into sinkholes and caves will not be supported by the planning authority.

Solid waste Disposal

Williamsfield has a fairly effective garbage 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 Southern Parks and Market Ltd (SPM). 25.7% of the residents burn their garbage, 0.4% bury their garbage and 0.2% uses a private collection agency. The Martins Hill Waste Disposal facility is located in the parish, however there are evidence of persons still burning their garbage.

POLICY W WT4 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.

FIFTH SCHEDULE, *contd.*

- | | |
|--------------|---|
| POLICY W WT5 | Planning permission will not be given for waste disposal operations likely to have an adverse effect on public health and safety. |
| POLICY W WT6 | All developments will be required to make adequate provision for the storage and collection of waste which should if possible be sorted into non-recyclable and recyclable categories |

Energy Use and Generation

Williamsfield like other parts of Manchester rely on the grid or the Wind Farm in the parish for electricity supply. Scattered settlement pattern will not be encouraged so as to have electricity concentrated in all communities of the local planning area. The development of Wind Farms in the parish will significantly reduce the reliance on the national grid and encourage the use of renewable energies within the parish of Manchester.

- | | |
|--------------|--|
| POLICY W EG1 | The planning authorities will support and encourage the establishments of renewable energy sources that will benefit the local planning area and reduce the cost of the provision of electricity services. |
| POLICY W EG2 | The planning authorities will allow the creation of bio-gas projects, solar and wind energy sources to be used in future developments. These energy sources should be approved or recommended by all the relevant authorities. |

CROSS KEYS LOCAL PLANNING AREA

Description

The Cross Keys Local Planning Area lies in the southern region of Manchester approximately 15.38 km south of Mandeville. To the southwest of this local planning area lies Alligator Pond, Prattville to its east and New Port to its north. The sparsely populated area has most of its settlements within the areas of Cross Keys Proper, Broughton and Grove Town. There is however a notable level of housing development within the area to include subdivisions such as The Wilson Pen Housing Scheme among others. Other communities within the Cross Keys Local Planning Area; Smithfield, Buckup, Cocoa Walk and Woodlands.

The population of Cross Keys declined by approximately 8.83% in population between 2001 and 2011 according to the Statistical Institute of Jamaica census. The average annual growth rate was approximately -0.92 % during the 10 year period. Based on the current trend in population growth it is projected that population in Cross Keys will decline to approximately one thousand six hundred and eighty eight point three six (1,688.36) persons in 2030.

FIFTH SCHEDULE, *contd.*

TRANSPORTATION

Public Transportation

The main modes of public transportation in Cross Keys are by taxis and minibuses. There is no specific location from which these public passenger vehicles operate resulting in the hazardous 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 road and often times on private properties to pick up and set down passengers. This is a serious traffic hazard as the roads are very narrow in some instances obstructing the free flow of traffic.

Provisions should be made to improve the overall transportation situation, making the roadways safe for all road users.

- | | |
|--------------|---|
| POLICY CK T1 | The local planning authority will, along with the local authority, identify an area to be used for the purpose of a public transportation centre and on the identification of such an area will seek to have the local authority develop it so that all public passenger vehicles will be able to operate from this location. |
| POLICY CK T2 | The local planning authority will seek to ensure that the Local Authority provides the transportation centre with the amenities necessary for the use and comfort of all commuters such as snack counters and toilet facilities and that vending activities are regulated. |
| POLICY CK T3 | The local planning authority will seek to have the relevant authority construct lay-bys and side walks where possible along the roadways to facilitate the picking up and setting down of passengers. There should be no street furniture or light poles/lines in the sidewalks and there should be green verges to separate vehicles from pedestrians. |

Road Network & Infrastructure

Cross Keys is linked to other areas in the parish namely Newport, Pratville, and Alligator Pond by means of three main roads. These are the Cross Keys to Rudds Corner Road, Cross Keys to Grovetown Road, and Cross Keys to Broughton Road. The growth and development of this particular town will rely heavily on the provision of an efficient and safe road network system.

- | | |
|--------------|---|
| POLICY CK T4 | To facilitate the safer movement of all road users, the Local Planning Authority will seek to ensure that all new developments are appropriately setback from the centre line of the road as stipulated by the National Works Agency or other relevant authority. |
|--------------|---|

FIFTH SCHEDULE, *contd.*

POLICY CK T5	Maintenance and improvements to the main and other roads will be supported by the local planning authority in order to ensure flow in the movement of traffic throughout the local area.
POLICY CK T6	The local planning authority will ensure that where appropriate, rehabilitation or construction of new roads within the local area will include provisions for sidewalks with ramps, lay-bys or cycle paths that can be accessed and used by all road users including the disabled.
POLICY CK T7	The planning authority will ensure that garbage receptacles, street furniture and utility poles in road reservation do not obstruct the free movement of pedestrians before applications are granted planning permission. Where possible; power, telephone and cable lines should be installed underground.
POLICY CK T8	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.

Vehicular Parking

While Cross Keys does not experience severe traffic congestion or parking problems vehicles are often times parked on the roadways which obstructs the safe movement of pedestrians and impedes the flow of traffic. Areas that experience higher volumes of traffic will need to have parking regulated in a satisfactory manner.

POLICY CK T9	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 Appendix 7, unless it is impractical or not feasible to do so; in which case alternative arrangements for parking will have to be made and approved by the local planning authority.
POLICY CK T10	The local planning authority will seek to provide and implement parking arrangements for the disabled which will be in accordance with Appendix 9 and Figure 2.

Housing

The population for Cross Keys is on the decline at a rate -0.9%. Although the population of the town is projected to decline there is still indication of a shortage of housing to meet the current demand. As such it is imperative that lands are reserved to accommodate further growth and expansion of Cross Keys as a place of residence and commerce.

FIFTH SCHEDULE, *contd.*

Residential housing units in the area are predominantly single family detached units with sparse multi-storey multi-family housing units. The planning authorities will continue to promote single family housing to conform to what exists in the area. Nevertheless, should the need arise for multi-family development this would have to be in accordance with Appendix 10 other relevant policies.

- | | |
|--------------|---|
| POLICY CK H1 | The planning authorities will normally only support new residential developments where necessary infrastructure and amenities are available. |
| POLICY CK H2 | New residential developments in the Local planning area shall be compatible with the nature and character of existing development. |
| POLICY CK H3 | 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 21. |
| POLICY CK H4 | A mix of housing types including starter units and semi-detached units of appropriate price for low-income earners may be permitted in suitable locations identified by the relevant authorities. |

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 Local Area Plan.

- | | |
|--------------|---|
| POLICY CK 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 outlined in the Appendices of this Order. |
| POLICY CK H6 | The planning authorities will not support any new multi-family development (apartments/townhouses) except where parking facilities are provided as stipulated at the rate outlined in Appendix 7 of this Development Order. |

Cross Keys is primarily a mix farming and residential community. There should therefore be a balance 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. If however there is a demand for land for residential purposes, the subdivision should be in accordance with Policies LPA 1 and LPA 2.

FIFTH SCHEDULE, *contd.*

- POLICY CK H7 New single family detached housing development in the planning area will be given priority where they do not conflict with the agricultural potential 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 with the character and interest of surrounding developments. The 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 75 habitable rooms per hectare (30 habitable rooms per acre) and shall be in accordance with the Hillside Development Manual for Jamaica which have been developed for these areas.

- POLICY CK H8 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. Density shall not exceed 75 habitable rooms per hectare (30 habitable rooms per acre) as indicated on Land Use Proposal map with building heights not exceeding three (3) floors.

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 Cross Keys 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 CK H9 Housing development will not be allowed on land that is steep and unstable, vulnerable to erosion, slippage, subsidence, flooding or other natural hazards or which will involve costly extra ordinary precautions to safeguard.

In sections of the local planning area where there is a mixture of residential and commercial uses the residential use will be dominant at a ratio of 60:40 and the commercial use positioned toward the front of the designated lot.

- POLICY CK H10 Planning permission will be granted for limited commercial facilities in residential subdivisions that provide an essential service to the local community.

- POLICY CK H11 Commercial development within residential areas will be ancillary to the residential use of the area and should not conflict with the residential potential of the existing land.

FIFTH SCHEDULE, *contd.**Urban Economy*

Commercial development in Cross Keys comprises of shops, bars, restaurants and also a gas station within the town centre. 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 alternate forms of development to achieve this and provide a wide range of opportunities for residents for the sustained balanced development of the area.

- | | |
|---------------|--|
| POLICY CK UE1 | The local planning authority will support the development of a variety of service and commercial establishments within Cross Keys on lots zoned for that purpose provided that they conform with the requirements for such development as indicated in this Development Order. |
| POLICY CK UE2 | The local planning authority along with other relevant authorities will seek to implement strategies to invest in the urban economy of the Cross Keys local planning area, which would improve the central business district and public facilities. |
| POLICY CK UE3 | The local planning authority will encourage mixed use development where this is appropriate, and will at all times ensure that the residential amenities and areas of environmental importance are protected. |
| POLICY CK UE4 | Mixed use developments where office, residential, and commercial uses are housed in the same building will be supported with strict requisites set by the local planning authority. |
| POLICY CK UE5 | Development of light industrial development, 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 Cross Keys Local Planning Area |
| POLICY CK UE6 | Planning permission will be granted to allow commercial activities and other mixed uses that will contribute to the economy of the area and are compatible with the existing developments and will not cause damage to the amenities of the area. |
| POLICY CK UE7 | Minimum setbacks from property boundaries for Commercial development:

(a) Buildings located within business centres on lots identified for commercial use may be constructed |

FIFTH SCHEDULE, *contd.*

with zero lot line subject to the provision of parking and other required standards to the satisfaction of the planning authority

- (b) Where commercial development adjoins lots identified for or currently used for residential purposes, the structure must be set back at least 3 meters from that boundary

POLICY CK UE8

Minimum setbacks from property boundaries for Office development:

- (a) Buildings located within business centres on lots identified for office use may be constructed with zero front lot line subject to the approval of the road authority, the provision of parking and other required standards to the satisfaction of the planning authority
- (b) Where compatible office development is contemplated for infill development in residential areas:
 - (i) Rear – minimum of 6 meters
 - (ii) Side yards– at least 3meters or a minimum of 15% of the width of the lot.

The disabled are often not taken into consideration in the design of development and find it difficult to access most buildings. Sometimes even when there is access they are unable to use the facilities provided. When new developments take place especially in the town area the local planning authority will ensure that adequate provisions are made for all citizens.

POLICY CK UE9

Developments open to the public or used for employment or educational purposes will not be permitted unless adequate access and facilities are provided for all people with disabilities.

Shopping provides employment opportunities and is central to the economic prosperity of the planning area. Growth in business, industry, and agriculture will add tremendously to this and will be encouraged.

POLICY CK UE10

The local planning authority will accommodate the extension of business premises, provided the amenity of occupiers of neighbouring properties visual amenity and road safety are safeguarded and there would be no adverse effects.

FIFTH SCHEDULE, *contd.**Sub-Urban Economy*

Subsistence farming is practiced within Cross Key where crops such as; escallion, banana, yam are produced, and animals such as cows and goats for animal husbandry in the suburban parts of the local planning area for both domestic and commercial purposes. Over the years agricultural production has declined significantly. With such a situation steps must be taken to diversify the economic base and increase its buoyancy, through the establishment of other activities. The planning authorities will support as best as possible proposals that will provide employment for residents that will improve their earnings.

- | | |
|----------------|---|
| POLICY CK 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. |
| POLICY CK SUE2 | The relevant authorities will seek to identify lands within the local planning area to serve as a market and commercial area for produce as well as a craft market |
| POLICY CK SUE3 | Development for agricultural production, agro-industrial development, will normally be permitted in Cross Keys provided that such proposed developments are at suitable location where the infrastructural facilities are available and the character of the area will not be. |
| POLICY CK SUE4 | Cottage industries will be supported at suitable locations to diversify the economic base of the area and create forward and backward linkages to the tourism industry within the southern belt of Manchester. |
| POLICY CK SUE5 | Agricultural activities such livestock farming which do not depend directly on the quality of the soil and which can contribute to the rural economy will normally be supported by the local planning authority on Class IV - V agricultural lands and should not affect the character and appearance of the neighbourhood. |
| POLICY CK SUE6 | The planning authority will consider applications for shops and other service facilities on an individual basis and grant permission where it is essential to meet the needs of the community. |

Agricultural activity within the growth centre is affected by bauxite a mining operation which is being conducted by ALPART in collaboration with Kirkvine. To

FIFTH SCHEDULE, *contd.*

ensure that the agricultural economic base is not eroded, mined out agricultural lands should be restored for agricultural purposes as much as is practicable

POLICY CK SUE7 Mined out bauxite lands in the area should be rehabilitated and used for agriculture pursuits as far as is practicable.

Land of high agricultural potential(Class I – III) is to be preserved for productive agricultural use. The gradual intrusion of non-agricultural use on agricultural subdivisions with fertile lands will not be entertained. Generally, lands of high and moderate capability are to remain in agriculture except in circumstances which can be justified, to the satisfaction of all relevant agencies.

POLICY CK SUE8 Development which will cause a loss of productive agricultural land will not be permitted unless the need for such development is imperative to the health and welfare of the community and cannot be sited elsewhere.

Tourism

There has been an increase in demand for the types of tourism activities apart from the typical sun, sand and sea. According to the Ministry with responsibility for tourism, the fastest growing segment within the travel industry is sports and entertainment. There are also plans to target areas such as gastronomy, health and wellness, knowledge and shopping. There is the potential of eco-tourism (health and wellness) which makes use of the areas' natural peaceful 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 CK TO1 The local planning authority will support proposals for small scale tourism activities such as small cabins and hiking trails as long as they are not detrimental to the environment.

POLICY CK 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.

Social Amenities

The Cross Keys local planning area has several basic social amenities necessary for the enhancement of the livelihood of residents. The requisite social amenities within this local planning area should be functional for a district centre. These amenities include a police station, library, community centre, recreational park (open space) secondary school and health centre.

POLICY W SA1 The local planning authority will support the expansion and upgrading of all social facilities should the need arise.

FIFTH SCHEDULE, *contd.*

- | | |
|----------------|--|
| POLICY W SA2 | The local planning authority should seek to identify lands that are suitable to site essential social facilities that are lacking in the local planning area. Developments that would decrease or eliminate any of the existing social facilities listed above would not be supported unless being replaced with a similar facility of equal or greater stature in the immediate neighbourhood |
| POLICY W SA2 | The local authorities should ensure that social facilities have adequate access and amenities for person with disabilities. |
| POLICY W SA2 | The use of the existing social facilities for other compatible uses will be supported by the planning authorities provided the individual requirements are met would not be out of character with the area and be accessible to the disabled. |
| POLICY CK SA11 | Developments that would decrease or eliminate any of the social facilities in the Cross Keys Local Planning Area will not be supported unless they are being replaced with a similar facility of equal or greater stature in the locality. |

Open Space and Recreation

The Cross Keys Local Planning Area according to STATIN has a total of 2,423.38 m² of lands used for open space. The open space required in Cross Keys is 16,791.62 m² of land for to satisfy the projected 2030 population of 1,866 persons. Even though this area is declining in population the area still needs 14,367.85 m² of open space to satisfy the demand of the current population.

- | | |
|---------------|---|
| POLICY CK SA2 | 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. |
| POLICY CK SA3 | The local planning authority will not support developments which would result in the reduction of the community centre/recreational facility unless provisions can be made elsewhere at a suitable location to offset any loss which would result from such development. |
| POLICY CK SA4 | No structure shall be allowed on any public open space that does not complement the use thereof (<i>e.g.</i> Telecommunication Towers and billboards, <i>et cetera</i>). |

FIFTH SCHEDULE, *contd.**Educational and Institutional*

There are several schools within the local planning area ranging from infant to high school that serves not only the local area but the surrounding communities. The local planning authority will support the expansion of the schools in the areas as the need arise.

- | | |
|----------------|---|
| POLICY CK SA5 | The local planning authority will identify suitable lands within the local planning area to establish additional educational facilities as the need arises. |
| POLICY CK SA6 | Building heights for educational facilities shall not exceed three storey's, and minimum setbacks from property boundaries should be as set out in Appendix 22, and the Development and Investment Manual |
| POLICY CK SA7 | Lands already allocated as educational facilities will be prohibited from being used for unrelated developments. |
| POLICY CK SA8 | Developments which would result in the reduction of the available educational facilities will not be encouraged unless provisions can be made elsewhere at a suitable location to offset any loss which would result from such development. |
| POLICY CK SA9 | The local planning authority will support development on lands owned by the schools to be used for the extension of the facility or any use that is auxiliary to the purpose of the school. |
| POLICY CK SA10 | New proposals and extensions for educational and institutional uses will be assessed on their own merit and shall conform to all required planning standards and the standards of the relevant agencies. |
| POLICY CK SA11 | All educational or institutional facilities must meet the requirements of the relevant Ministry and other relevant agencies. |
| POLICY CK SA12 | 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 is no public cemetery in the Cross Keys Local Planning Area, and residents predominately use family plots, church cemeteries or public cemeteries in Mandeville and other surrounding areas for burial. The local planning authority will not normally support family plot burials on residential lots.

FIFTH SCHEDULE, *contd.*

- POLICY CK SA13 The local planning authority will seek to identify lands for the location of a cemetery site within the local planning area and will seek to have this area developed for the stated purpose.
- POLICY CK SA14 The local planning authority will support the use of crematorium as an alternative form of burial.

Water Supply

According to the STATIN 2011 Census, seventy-nine percent (79%) of water is supplied is through private source *via* standpipe and catchment facility. Piped water supplied into dwellings or piped into a yard accounts for ten percent of water supplied. Spring or river and trucked water accounts for 6% and 5% respectively.

- POLICY CK WS1 The construction of catchment tanks will be encouraged by the planning authorities for residential and other developments especially in hilly areas and areas without public water supply.
- POLICY CK WS2 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 rely on 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 CK WS3 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 CK WS4 Rainwater harvesting will be encouraged in residential and other developments to improve access to potable water supply
- POLICY CK WS5 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.
- POLICY CK WS6 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.

FIFTH SCHEDULE, *contd.*

POLICY CK WS7 The local planning authority will support any expansion of the National Water Commission system that will benefit and provide water for persons in around the local planning area.

POLICY CK WS8 All new subdivision development 10 lots and over shall be required to reserve a lot for the storage of water with the capability for fighting purposes.

The recycling of grey water and the harvesting of rainwater should be considered as a sustainable alternative for water supply. Wastewater 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 CK WS9 The use of recycled grey water will be encouraged and provision should be made for this in development proposals.

POLICY CK WS10 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.

WASTE TREATMENT AND DISPOSAL

Sewage Disposal

According to STATIN 2011, fifty- six percent (56%) of household uses pittoilet facilities while forty-eight percent (48%) of household uses water closets. In many instances the sewage is not treated at a secondary level. Methods recommended by the National Resource Conservation Authority, the Ministry with responsibility for Health, the local authority and other related agencies are (but not limited to) septic tank and the tile field and appropriate pit latrine.

POLICY CK WT1 New developments or extensions should have sewage facilities that treat the waste to at least a tertiary level by any safe and appropriate waste disposal technology such as septic tanks and tile field that is acceptable to the local planning authority and other appropriate agencies.

Solid Waste

In the Cross Keys Local Planning Area the predominant method of garbage disposal is burning at fifty-four percent (54%), while forty-four percent (44%) of garbage is disposed of by public collection. One percent (1%) of the garbage is disposed of by burying and one percent (1%) dumping. The introduction of some methods of recycling along with repositories at central locations would help to relieve the situation of excessive burning.

FIFTH SCHEDULE, *contd.*

- POLICY CK WT2 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 CK WT3 The local planning authority will encourage the placement of garbage receptacles at strategic locations in the local planning area by the relevant authorities.
- POLICY CK WT4 The indiscriminate and unsatisfactory disposal of waste will not be encouraged and the local planning authority will support the routine collection and recycling of such waste as much as possible together with the facilities for this to take place.

Energy Use and Generation

Cross Keys like other parts of Manchester rely on the public energy supply grid or the Wind Farm in the parish for electricity. Scattered settlement pattern will not be encouraged so as to have electricity concentrated in all communities of the local planning area. The development of Wind Farms in the parish will significantly reduce the reliance on the national grid and encourage the use of renewable energies within the parish of Manchester.

- POLICY CK EG1 The planning authorities will support and encourage the establishments of renewable energy sources that will benefit the local planning area and reduce the cost of the provision of electricity services.
- POLICY CK EG2 The planning authorities will allow the creation of bio-gas projects, solar and wind energy sources to be used in future developments. These energy sources should be approved or recommended by all the relevant authorities.

PRATVILLE/ASIALOCAL PLANNING AREA

Description

Pratville/Asia is a rural community located in south-eastern south eastern Manchester and it is bordered by other communities such as Victoria Town to the west, Cross Keys to the east, Manningsfield to the north and Pusey Hill to the south. 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 2011.

The local planning area covers an area of 6,562,060.677 square metres (1,621.52 acres) and encompasses several smaller communities. In 2001 the population was at

FIFTH SCHEDULE, *contd.*

1,729 persons which increased to 2,754 in 2011 (STATIN Population Census Data 2011). A growth rate of 1.76 per cent was recorded for this intercensal period, assuming that the growth rate remains constant the population is expected to increase to 4,595 persons by the year 2030.

The impact of bauxite mining operations along with relocation or resettlement of neighbourhoods, have contributed to the slow growth of the local planning area. Pratville/Asia shows a sparse linear settlement pattern with most of the population being in Pratville proper, Non-pariel and Asia. The majority of the labour force is employed in personal services and agriculture. Agricultural activity is widely practiced in sections of the area with a variety of goods being produce such as cash crops, vegetables, potatoes, onions and fruit orchards.

TRANSPORTATION AND TRAFFIC

Transportation Centre

The majority of vehicles to and from the local planning area are comprised of buses and taxis which originates from the hub of the area (in the vicinity of the post office) to Mandeville and other surrounding areas. Any increase in these activities will have repercussions on the movement of vehicle within the core. Preventative measures should be taken in this regard and provision made for a transportation centre, with related activities.

POLICY PA T1	The local planning authority will seek to identify lands and reserve lot/lots within Pratville/Asia 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 and this area will be developed with the necessary amenities.
--------------	---

POLICY PA T2	The local planning authority will seek to have the relevant authority construct lay-bys and sidewalks where possible along the roadways to facilitate the picking up and setting down of passengers. There should be no street furniture or light poles/lines in the sidewalks and there should be green verges to separate vehicles from pedestrians.
--------------	--

Road Network

The Spring Plains to Mandeville secondary road is the main thoroughfare that traverse the local planning area, as well, as well as connecting minor parochial roads that proves access into smaller communities. However, most of the parochial roads are in disrepair and need to be rehabilitated to adequately facilitate the transport of people, goods and services.

FIFTH SCHEDULE, *contd.*

- POLICY PA T3 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.

The existing roadways are very narrow and lack sidewalk facilities in sections. In areas where sidewalks do exist, there are no linkages between sidewalks. The local planning authority will support the rehabilitation of the road network including the installation of sufficient lay-bys, bus bays, connecting sidewalks and other related infrastructure.

- POLICY PA T4 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 and/or lay-bys for the use and safety of pedestrians and persons with disabilities.

Vehicular Parking

The urban core of the area is heavily utilised by pedestrians and vehicular traffic. Like many rural districts in Jamaica, older commercial or office buildings do not have sufficient parking spaces on sites to meet customer needs or satisfy current parking standards. As a result, vehicles are often parked along roadsides inhibiting pedestrians and vehicular movement.

- POLICY PA T5 All new development or extensions are required to provide adequate on-site parking for staff and customers as set out in the parking regulations, 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.

Housing

Housing infrastructure within the Pratville/Asia Local Planning Area is predominantly single family detached residential units, constructed mainly of concrete and wood. The housing units are characterized by one and two storey buildings as well as multi-family developments.

According to the STATIN 2011 Population Census Data there are 621 households within the Pratville/Asia local planning area. With national household size at 3.1 persons, there is a deficit of 267 housing unit within the local planning area. With the slow growth in the population there will be a need for housing units. There are pockets of mined out bauxite lands in the area and so it is expected that the relevant authorities will seek to find lands for residential purposes when the need arises.

- POLICY PA HI The local planning authority will normally support residential developments in areas where it is in accordance

FIFTH SCHEDULE, *contd.*

with the development densities and standards which satisfy the relevant planning guidelines.

POLICY PA H2 Density shall not exceed 75 habitable rooms per hectare (30 habitable rooms per acre) as indicated on Map 2 with building heights not exceeding three (3) floors.

POLICY PA H3 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 the Appendix

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 PA H4 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.

Uncontrolled development on a hillside is a potential hazard as it increases the area's susceptibility of slope failure, erosion and drainage problems. 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 Pratville/Asia 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 PA H5 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. A density of 20 habitable room per acre is allowable.

The need for affordable housing or land for such activity usually gives rise to informal settlements where it is not readily available. No informal settlements were observed within the local planning area. However, the local planning authority will support its regularization and/or upgrading where the sites are suitable and relocation where this is necessary.

POLICY PA 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 PA H7 In order to satisfy low-income housing demand a mixture of housing types will be encouraged in large scale developments at suitable locations.

FIFTH SCHEDULE, *contd.*

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 PA H8 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.

POLICY PA H9 The local authority will support the development of multi-family housing development. There should be adequate parking available to satisfy the parking requirements with the area.

CONSERVATION OF THE NATURAL AND BUILT ENVIRONMENT

The Natural Environment

The Pratville/Asia Local Planning Area is characterized by rehabilitated mined out lands from bauxite 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, caves or sinkholes located in the local planning area.

POLICY PA 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.

POLICY PA C2 Planning permission will not be granted for any form of development that will in anyway result in wanton destruction of the heavily vegetated areas.

POLICY PA C3 Planning permission will not be granted for development on or near the local nature reserves or regionally important geological sites if detrimental to the environment.

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 PA C4 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.

FIFTH SCHEDULE, *contd.*

POLICY PA C5 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.

Considerations should be taken when granting permission for buildings and other forms of development to prevent adverse impacts on the environment.

POLICY PA C6 The planning authorities will normally refuse planning permission for any development that will have an adverse effect on the environment.

POLICY PA C7 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 can be interrupted and results in flooding of low lying areas. The local planning authority should ensure that drains are constructed and maintained along roadways.

POLICY PA C8 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.

POLICY PA C9 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

The Pratville/Asia Local Planning Area is characterized by mainly one and two storey buildings. Building use ranges from commercial, residential to residential/commercial 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 PA C10 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.

POLICY PA C11 Planning permission will not be granted for buildings that are not in keeping with the zoning and are not compatible with its surrounding uses.

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

Currently there are no declared national monuments or heritage sites located within the Pratville/Asia local planning area. However, if there are aspects of the built 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.

POLICY PA C12 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 PA C13 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.

Urban Economy

The local planning area of Pratville/Asia has limited amounts of commercial activities within the area. There are small corner shops scattered throughout the town square along with bars, restaurants and small haberdashery stores. There are no gas stations within the area as well a no market area for the produce. 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 PA 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 PA 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.

POLICY PA UE3 The planning authorities will seek to identify and develop a parcel of land in the town square of Asia to accommodate a market for the sale and trading of produce.

Sub-Urban Economy

The limits of the local planning area is homogenous and should be regarded as an urban area with its economic activities sustained principally from agriculture. This is clearly evident in the southern and western regions of Pratville where cash crops are

FIFTH SCHEDULE, *contd.*

cultivated, and fruit orchards are grown. Although the area produces a lot of vegetables and fruits, there is a problem with marketing which often results in low economic returns. With such a situation, steps must be taken to diversify the economic base and increase its buoyancy, through the establishment of other activities.

POLICY PA SUE 1 Cottage industries will be supported at suitable locations to diversify the economic base of the area and create forward and backward linkages to the tourism industry within the southern belt of Manchester.

Agricultural activity within the growth centre is affected by bauxite a mining operation which is being conducted by ALPART in collaboration with Kirkvine. To ensure that the agricultural economic base is not eroded, mined out agricultural lands should be restored for agricultural purposes as much as is practicable.

POLICY PA SUE 2 Mined out bauxite lands in the area should be rehabilitated and used for agriculture pursuits as far as is practicable.

Land of high agricultural potential is to be preserved for productive agricultural use. The gradual intrusion of non-agricultural use on agricultural subdivisions with fertile lands will not be entertained. Generally, lands of high and moderate capability are to remain in agriculture except in circumstances which can be justified, to the satisfaction of all relevant agencies.

POLICY PA SUE 3 Development which will cause a loss of productive agricultural land will not be permitted unless the need for such development is imperative to the health and welfare of the community and cannot be sited elsewhere.

Social Amenities

Pratville lacks the services of a fire station, library and a community centre. However, a post office, a police station, a Type I health centre, cemetery and three schools (including a secondary institution) serves the local planning area and its environs. The local planning authority along with the relevant authority should identify suitable sites for those facilities that are lacking and ensure that they can be implemented on a timely basis. The local planning authority will support the expansion and upgrading of these facilities, and they will remain social facilities and will not be used for any other purpose.

POLICY PA SA1 A community centre and vocational training centre along with a book centre library/internet services shall be located on lands identified by the local authority in consultation with the relevant bodies for the purpose and no other development will be permitted at this location unless it's related to this proposal.

FIFTH SCHEDULE, *contd.*

POLICY PA SA2 The local planning authority shall identify and encourage the development of a parcel of land to house a fire station to serve Pratville/Asia and surrounding communities.

POLICY PA 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/Recreational Areas

The local planning area lacks adequate recreational open areas and a community centre. Those that exist are utilized by the schools and so 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 PA 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 PA 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.

Educational and Institutional

The local planning area is equipped with educational institutions ranging from early childhood to secondary levels. However, these facilities 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.

POLICY PA SA6 New proposals and extensions for educational and institutional uses will be assessed on their own merit and shall conform to all required planning standards and the standards of the relevant authority.

POLICY PA SA7 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 22 and the Development and Investment Manual.

FIFTH SCHEDULE, *contd.**Cemetery*

There are no public cemetery located within the boundary of the Pratville/Asia Local Planning Area. Presently burials within the area occur primarily on church properties or in the backyards (onsite burial) and family plots. The local planning authority should seek to attain suitable lands to establish a public cemetery where necessary. Other interment options which conserve land space should also be encouraged and explored.

POLICY PA SA8 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 PA SA9 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.

Mining

The Pratville/Asia Local Planning Area falls within the JAMALCO mining lease area. Widespread and substantial deposits of the bauxite ore occur throughout the local planning area, and it is intended that these should not in any way be rendered incapable of extraction as a result of other developments. Only developments of a temporary nature will be allowed on these lands so that they can be easily relinquished when needed for mining purposes.

POLICY PA M1 Only agriculture or development of a temporary nature will be allowed by the planning authority on lands identified for bauxite mining purposes.

Established neighbourhoods and settlements that falls within the bauxite mining lease area should be safe guarded where possible from dust and other nuisances during mining operations. The use if buffer zones would protect residents by providing physical separation between housing and mining activities. This should be instituted before the start of any operations.

POLICY PA M2 The bauxite companies along with the relevant authorities should established a buffer zone between residential neighbourhoods and mining areas before the start of operations.

FIFTH SCHEDULE, *contd.**Water Supply*

The Pratville/Asia Local Planning Area water supply is currently provided through a series of catchment tanks. Piped water from the National Water Commission is noticeably limited in the community and is provided through a series of catchment tanks from rainwater and water delivered from trucks. The STATIN 2011 Population data shows that 16 per cent of the population has water piped into their dwelling from the public catchment, 32 percent uses water from the standpipe attached to the catchment, 5 percent has water piped into their yard, 5 per cent uses private catchment and 42 per cent of persons uses private water supply sources. In addition to the public catchment tanks there are many private rainwater catchment tanks. There are several standpipes in the area that is attached to the catchment tanks that assists with the water supply in the area.

POLICY PA 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 PA WS2 The relevant authorities will support the expansion and upgrading of the existing National Water Commission (NWC) water supply systems.

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 this purpose should be encouraged.

POLICY PA WS3 All developments shall be required to provide rainwater harvesting facilities or other suitable water source to satisfy the needs of the development.

POLICY PA WS4 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 PA WS5 All new subdivision development of 10 lots and over shall be required to reserve a lot for the storage of water with capability for fighting purposes.

The recycling of grey water and the harvesting of rainwater should be considered as a sustainable alternative for water supply. Wastewater 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.

FIFTH SCHEDULE, *contd.*

- POLICY PA WS6 The use of recycled grey water will be encouraged, and provision should be made for this in development proposals.
- POLICY PA WS7 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.

WASTE TREATMENT AND DISPOSAL

Sewerage Disposal

The Pratville/Asia Local Planning Area is not served by a central sewerage system. With irregularities in the piped water supply system, the traditional pit latrine continues to be used as a method of sewerage disposal. The STATIN 2011 Population Census data shows that 46.6 per cent of the population uses the pit latrine, 40 per cent uses water closet from catchment tanks and 1.9 percent has no toilet facilities while 11.5 percent uses shared toilet facilities. The methods that are currently being used are septic tanks and absorption pits and pit latrines. The local planning authority will ensure that the responsible agencies are consulted where the installation of these facilities are concerned.

- POLICY PA 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.

- POLICY PA WT2 Permission will be granted to public or private developers who desire to develop a central sewage system once the development is not in conflict with surrounding land uses.

Solid Waste Disposal

The Southern Parks and Market Limited is mandated to collect solid waste within the local planning area of Pratville/Asia. However, the collection of waste haven't been done for years. Data provided by STATIN Population census 2011 shows that 88.5 per cent of the total household within the local planning area burn their garbage. The data also reveals that 5.5 per cent of households dump their garbage in their yards while the remaining percentage (6 percent) uses private collection systems. This practice can have adverse effect on the environment and health of residents.

FIFTH SCHEDULE, *contd.*

- POLICY PA WT3 The indiscriminate and unsatisfactory disposal of waste will not be encouraged and the local planning authority will support the routine collection and recycling of such waste as much as possible and the facilities to do so.
- POLICY PA WT4 All developments will be required to make adequate provision for the storage and collection of waste which should if possible be sorted into non-recyclable and recyclable categories.

Energy Generation and Use

The Pratville/Asia local planning area as well as the parish of Manchester relies on electricity from the national grid as well as the Wind farm located near Cross Keys in the parish. As such emphasis will be placed on the establishment of renewable energy sources in the parish. The use of energy saving sources and devices will be encouraged in both residences and businesses.

- POLICY PA EGI The planning authority will ensure that the new subdivisions and commercial areas and design of new buildings take into consideration energy conservation techniques and renewable energy sources.

ALLIGATOR POND LOCAL PLANNING AREA

Description

Alligator Pond is categorized as a District Centre in the 1978 – 1998 National Physical Plan and as a special area in the STATIN Population Census 2011. Alligator Pond is a coastal community located in western Manchester, approximately 5km east and 7.2 km north-east respectively of Cross Keys and Newport, its closest local planning areas.

The local planning area has a linear settlement pattern and is sustained principally by fishing. The retail trade/commercial sector is increasing in importance and is concentrated along the main road leading to its urban core. The increase in tourism activities, located in proximity along the south coast has impacted the growth area in terms of increased land prices, employment shifts and environmental degradation.

The STATIN 2011 Population Census showed that the Alligator Pond local area had a population of 2,662 persons and experienced an increase of 33%, from that of 1,988 persons in 2001. This represents a 2.96 growth rate for the inter-censal period 2001-2011. Assuming the growth rate remains constant, it is projected that by the year 2021 the area will have a total population of 3,565 persons and will further increase to 4,636 persons by 2030.

FIFTH SCHEDULE, *contd.*

TRANSPORTATION

Public Transportation

The Alligator Pond local planning area is served by a number of taxis and mini buses which traverse to other parts of Manchester and neighbouring parishes. These vehicles operate from various locations of the local planning area since there is no designated transportation centre. Taxis and minibuses that ply the routes are often park alongside the main road to allow passengers to embark and disembark. A transportation centre or hub located on a suitable site is required to rectify these issues.

- | | |
|--------------|--|
| POLICY AP T1 | The local planning authority will seek to identify an area and have it developed to be used for the purpose of parking for public transportation. With the creation of such an area all public passenger vehicles will be expected to operate from this point. |
| POLICY AP T2 | The local planning authority will seek to ensure that the centre is provided with amenities necessary for the use and comfort of vendors and commuters such as snack counters and toilet facilities and that vending activities are regulated. |
| POLICY AP T3 | The planning authorities will seek to ensure that the transportation centre have adequate lighting, signage, landscaped and parking bays that are properly structured and marked. Provisions must also be made for the disabled. |

Road Network

The Alligator Pond to Gut River Road is one of the main thoroughfare used for the transportation of goods and services in the local planning area. This road network also traverses the proposed Canoe Valley Protected Area linking areas such as, Milk River in the east, Black River and Santa Cruz in the west and Mandeville in the north.

The absence of public transportation facilities has not contributed to any significant traffic congestion. However, as the local planning area become more developed it is likely that vehicular traffic will increase, creating the need for wider and improved roads to facilitate the safe movement of both vehicular and pedestrian traffic.

- | | |
|--------------|--|
| POLICY AP 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. |
|--------------|--|

FIFTH SCHEDULE, *contd.*

- | | |
|--------------|---|
| POLICY AP T5 | Where sidewalks are being established the planning authority will seek to ensure that these are complemented with planted verges, proper signage, not obstructed by light poles and must be easily accessible by all users including the disabled. |
| POLICY AP T6 | The local planning authority will seek to ensure that within the local planning area all intersections and roadways are constructed pursuant to relevant guidelines and equipped with proper lighting to give visibility to motorists and other road users. |
| POLICY AP T7 | The local planning authority will seek to develop a road widening, improvements and maintenance programme to address the needs of the local population. |

Vehicular Parking

Parking facilities are limited throughout the local planning area. Vehicles are normally parked along the roadside inhibiting pedestrians and vehicular movement.

- | | |
|--------------|--|
| POLICY AP T6 | All new developments and extensions shall be required to satisfy their parking requirements on site unless such provisions can be met elsewhere to the satisfaction of the local planning authority. |
| POLICY AP T7 | All new developments having outdoor parking lots shall make use of green and or permeable parking surface techniques. |
| POLICY AP T8 | The local planning authority shall implement parking arrangements for disabled persons which will be in accordance with Appendix 7 and Figure 3. |
| POLICY AP T9 | On-street parking will only be allowed in the urban core where it does not affect the free flow of traffic and is not detrimental to pedestrian and other road users. |

Housing

A total of 902 housing units were recorded in 2011 (Population Census, Housing, STATIN 2011) in the Alligator Pond Local Planning Area consisting of 872 households. Housing units are predominantly one storey single family detached with a mixture of concrete and wood structures.

Housing infrastructure within the local planning area is dominated by small units with an average household size of three persons. There are issues of overcrowding and informal settlement in some areas.

FIFTH SCHEDULE, *contd.*

To alleviate the present housing needs a combination of private and public development will be required. Adequate land will be reserved on the land use map for the purpose.

- | | |
|--------------|--|
| POLICY AP H1 | In order to provide affordable housing for the low-income segment of the market the planning authority will encourage service lots and starter units in the area zoned for residential purposes. |
| POLICY AP H2 | Residential single-family unit or duplex dwellings will be allowed on lots which satisfy the relevant planning guidelines. |
| POLICY AP H3 | The local planning authority will ensure that lands zoned for housing on the Alligator Pond Local Planning Area Land Use Proposal Zoning Map (See Inset No.9) are used for that purpose. |
| POLICY AP H4 | Special engineering techniques should be instituted in areas subjected to flooding to satisfy the local planning authority and other relevant agencies. |
| POLICY AP H5 | <p>The following density ranges shall apply across the local planning area and may in relation to the physical conditions existing in the area, be varied by the planning authorities (See Map 2):</p> <ul style="list-style-type: none">(a) Density shall not exceed 75 habitable rooms per hectare (30 habitable rooms per acre) as indicated on Figure 1, with building heights not exceeding three (3) floors.(b) In areas of steep slopes or unstable geology, density for single family or duplex development shall not exceed 50 habitable rooms per hectare (20 habitable rooms per acre), with building heights not exceeding two (2) floors), and shall be in accordance with the hillside development guidelines which may be revised from time to time. |

There are pockets of unplanned settlements in the Alligator Pond Local Planning Area, particularly along the coast and is susceptible to flooding. Efforts will be made to secure suitable sites for the upgrading or relocation of these settlements through the provision of adequate housing lands and dialogue with the responsible agency.

FIFTH SCHEDULE, *contd.*

- POLICY AP H6 In areas where it is feasible to regularize existing unplanned settlements, the planning authorities will work with the relevant authorities in doing so or will alternatively identify sites for their relocation.
- POLICY AP H7 The local planning authority will not support development in flood prone areas except where the necessary infrastructure is in place and in accordance with Policy AP H4.

CONSERVATION OF THE NATURAL AND BUILT ENVIRONMENT

The Natural Environment

There are sections of the Local Planning Area that are zoned for restricted development due to the environmental sensitive nature of the sand dunes, flooding susceptibility and its hilly terrain. Informal and unapproved activities occurring in areas of the sand dunes have become very prevalent in the planning boundary. Development within these areas can result in the shifting of the Sand Dunes which can impact negatively on the surrounding ecosystem. As such developments within these areas will be restricted to protect the integrity of the area.

- POLICY AP C1 The local planning authority will ensure that lands zoned for restricted development on the Alligator Pond Local Planning Area Land Use Proposal Zoning Map (See Inset No.9) will be restricted to only accommodate low intensity type development.
- POLICY AP C2 The local planning authority will not encourage any development along the coastline or within any environmental sensitive area which will negatively compromise the integrity of the area.
- POLICY APC3 The local planning authority will not grant permission for development located in environmentally sensitive areas without consulting the appropriate relevant authority.

Due to the topography and geology of the local planning area the type and intensity of development will be taken into consideration.

- POLICY AP C4 Based on the terrain developments will not be permitted in areas that are vulnerable to landslides and flooding or where the natural environment or amenities will be severely impacted.
- POLICY AP C5 Where retaining walls have to be constructed to prevent land slippage or erosion the local planning authority will not grant planning permission until approval has been

FIFTH SCHEDULE, *contd.*

obtained from the agency under whose portfolio such activities fall.

There are sections along the local planning area coastline within which developments will be of a temporary nature, low density and should not reduce scenic views. Building siting and design should be such that clear visual corridors of the sea are maintained (windows to the sea) at appropriate intervals.

POLICY AP C6 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 AP C7 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 Alligator Pond Local Planning Area.

Alligator Hole, Canoe Valley which is located in the proposed Canoe Valley Protected Area serves as a sanctuary for manatees, crocodiles and other endangered species protected by the Wild Life Protection Act (1945). The is also one (1) forest reserve within the local planning area. It is therefore prudent that the relevant authorities restrict the intensity of development within these areas.

POLICY AP C8 The Proposed Canoe Valley Protected Area is to be fully developed as a conservation area with the relevant legislation being strictly enforced.

POLICY AP C9 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 AP C10 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 proposed Canoe Valley Protected Area.

POLIC AP C11 Planning permission will not be given for any form of development which will involve the cutting down or removal of any trees within or on the perimeter of a Forest Reserve.

The Alligator Pond fishing beach is a much-used facility in the local planning area. It is therefore 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 AP C12 Planning permission will not be granted for any development which will restrict residents and visitors from gaining access to the beach *via* established pathways for bathing, fishing or recreational use.

POLICY AP C13 The local planning authority along with the relevant authority should ensure that fishing and bathing beach is properly demarcated and equipped with the requisite amenities.

The Alligator Pond River, forms the west boundary of the local planning area and is used by the community for recreational, domestic and agricultural purposes.

POLICY AP C14 Planning permission will not be given for developments which will adversely affect any water resources or flow and quality of water of Alligator Pond River or streams.

POLICY AP C15 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 AP C16 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.

Quarrying activities is not prevalent within the boundaries of the local planning area. However, the effects of quarrying activities have implications on surrounding lands and the coast water quality especially during heavy rain.

POLICY AP C17 Where it is proposed to undertake mining and quarrying operations, plans should be submitted to the appropriate authorities and permission received before the operation commences.

POLICY AP C18 Quarries should be located in quarry zones and the local planning authority will not recommend that they be established in any other location except in extenuating circumstances.

The Built Environment

The built environment within the local planning area is characterized by one (1) and two (2) storey buildings. The uses range from commercial, office and residential among others. There is no declared historic buildings or monuments located within the local planning area.

FIFTH SCHEDULE, *contd.*

- | | |
|---------------|---|
| POLICY AP C19 | 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 AP C20 | 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 AP C21 | Planning permission will not be granted for buildings that are not in keeping with the zoning and are not compatible with its surrounding uses. |

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 AP C22 | 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. |
| POLICY AP C23 | The planning authority will seek to encourage design that recognizes natural systems and integrates ecological functions such as the sponge city concept. |

Urban Economy

Fishing, commercial, and tourism related activities forms the economic base of the local planning area. The fishing industry is the main economic activity which has increase the demand for commercial and tourism related activities. The sustainable growth of the town therefore depends on Alligator Pond's viability as a fishing centre. Other economic activities include; farming, few light industries such as a garage and tyre repair shop.

- | | |
|---------------|--|
| POLICY AP UE1 | The local planning authority will grant permission for the establishment of commercial development in the urban core to meet the needs of the area as identified on the Land Use Proposal Zoning Map (See Inset No.9). |
| POLICY AP UE2 | Commercial development on lots along the coastline should be of low intensity/low impact eco-friendly temporary single storey building or structures. |

FIFTH SCHEDULE, *contd.*

The fisheries sector provides a potential area for growth and development in local planning area. It is recommended that the Alligator Pond Fishing Beach be upgraded with the requisite amenities and access to the beach.

POLICY AP UE3 The site reserved for public fishing beach on the Alligator Pond Local Planning Area Land Use Proposal Map shall be used specifically for that purpose and the local planning authority will only grant permission for activities directly related to the fishing industry at this location.

POLICY AP UE4 The local planning authority will support any action taken to ensure that the fishing beach has the necessary storage, vending and waste disposal facilities that will enhance and make it more attractive to all its users.

Sub-Urban Economy

Agriculture by way of farming is the main feature of the local planning area's sub-urban economy. This is however is dominant in the northern section of the local planning area ranging from large scale farming of escallion and thyme to small cash crops such as bananas. Agricultural lands, therefore, needs to be safeguarded against other activities which will reduce its potential and diminish this source of income to residents.

POLICY AP SUE1 Development which will cause a loss of productive agricultural land will not be permitted unless the need for such development is imperative to the health and welfare of the community and cannot be sited elsewhere.

POLICY AP SUE2 The local planning authority will give due consideration to the establishment of agro-industrial development at suitable locations where the infrastructural facilities are available and where surrounding amenities will not be adversely affected.

POLICY AP SUE3 Proposals for corner shops in hinterland areas will be given consideration at the locations zoned to accommodate these activities. This however, must not detract from the residential amenities of the area.

POLICY AP SUE4 Home based cottage type industries compatible with the existing surrounding developments will be encouraged on suitable sites.

Tourism

Alligator Pond local planning area has the potential for increased economic gain from activities geared from fishing and bed and breakfast activities. The area has

FIFTH SCHEDULE, *contd.*

tourism and recreational potential focusing on the beach, the river and adjoining the proposed Canoe Valley Protected Area. The planning authority will therefore support innovative low intensity tourism developments that are compatible with the activities of the fishing beach and that will in no way jeopardize the integrity of the area.

POLICY AP TO1 New tourism developments will normally be supported in suitable areas to increase the economic potential of the local planning area provided that the integrity of the area is not compromised.

POLICY AP TO2 The planning authority will be minded to support low density bed and breakfast type developments in order to foster greater community participation in eco-tourism.

Social Amenities

The growth centre lacks several basic social services such as a library and health centre. Located in the area is a primary and infant school, cemetery, community centre and a police station. The local planning authority along with the relevant authority should seek to identify and reserved suitable lands for the construction of the facilities that are lacking.

POLICY AP SA1 The local planning authority should seek to identify lands that are suitable to site essential social facilities that are lacking.

POLICY AP SA2 Developments that would decrease or eliminate any of the existing social facilities listed above will not be supported unless being replaced with a similar facility of equal or greater stature in the immediate neighbourhood.

POLICY AP SA3 The local authorities should ensure that social facilities have adequate access and amenities for person with disabilities.

POLICY AP SA4 The use of the existing social facilities for other compatible uses will be supported by the planning authorities provided the individual requirements are met would not be out of character with the area and be accessible to the disabled.

Recreational Areas and Open Space

In order to preserve the visual and recreational amenities of the local planning area, areas will be zoned to preserve amenity and open spaces. It is the intention of the local planning authority that such spaces will be provided within a convenient distance of all places of residence and will be protected from abuse and vandalism. Unrelated uses such as shops and houses will not be permitted.

FIFTH SCHEDULE, *contd.*

- POLICY AP SA5 All lots within the Alligator Pond Local Planning Area that are zoned as open spaces/ recreational uses, shall be developed only for such use; the Planning Authority will not support any uses in conflict with the proposed zoning.
- POLICY AP SA6 No structure shall be allowed on any public open space that does not complement the use thereof.

Educational and Institutional

There are limited educational facilities within the local planning Area. Institutional facilities consist of a few churches. These facilities serve the local populace and neighbouring communities.

- POLICY AP SA7 The local planning authority will support the upgrading and refurbishing of educational and institutional facilities by the relevant agencies within the local planning area.
- POLICY AP SA8 Developments which would result in the reduction of the available educational facilities will not be encouraged unless provisions can be made elsewhere at a suitable location to offset any loss which would result from such development.
- POLICY AP SA9 Building heights for schools and churches shall not exceed three and two storeys, respectively.
- POLICY AP SA10 All educational or institutional facilities must meet the requirements of the relevant Ministry with consultation and if necessary the approval of the Planning Authority.

Cemetery

There is a public cemetery located in the Alligator Pond Local Planning Area. However, this cemetery is close to reaching its capacity. The local planning authority should therefore seek to identify lands for burial within the planning area as the need arises.

- POLICY AP SA11 The local planning authority will seek to identify suitable lands to expand the existing cemetery or to establish a new public cemetery.
- POLICY AP SA12 The local planning authority will support the use of crematorium as an alternative form of burial.

Mining

There is one (1) quarry activity located in the local planning area. Activities located in proximity to these activities, are usually affected by dust and noise pollution. It is therefore prudent that mitigative measures be put in place to reduce these effects. Restoration of the areas or land reclamation should also be done in the shortest possible time.

FIFTH SCHEDULE, *contd.*

- | | |
|--------------|--|
| POLICY AP M1 | Quarries must be located within quarry zones where designated and should be adequately buffered from all adjoining properties and is in keeping with the guidelines of the Mines and Geology Division. |
| POLIC AP M2 | Where quarrying operations have occurred the rehabilitation or restoration of the quarried area should be undertaken, according to the established closure plan as approved by the relevant authority. |
| POLICY AP M3 | Lands which cannot be restored to its original state/land cover should be transformed into an aesthetically attractive area by using local endemic species. |

Water Supply

The Alligator Pond Local Planning Area's water supply is currently provided by the National Water Commission and by private means. The Statistical Institute of Jamaica Census Data (2011) reveals that approximately sixty-five percent (65%) of the 872 households have access to public source of potable water such as piped to into dwelling or yard, standpipes or catchment tanks.

- | | |
|---------------|---|
| POLICY AP WS1 | The relevant authorities will seek to ensure that the existing public water supply systems are improved to adequately service the local planning area. |
| POLICY AP WS2 | The planning authority in consultation with the relevant agencies, will seek to locate and secure lands/easements for the accommodation of infrastructure to support the expansion in water distribution. |
| POLICY AP WS3 | All new subdivision development 10 lots and over shall be required to reserve a lot for the storage of water with capability for fighting purposes |
| POLICY AP W4 | All new developments shall be required to provide rainwater harvesting facilities or other suitable water source to satisfy the needs of the development. |
| POLICY AP W5 | New developments which are served with a piped domestic water supply system are encouraged to make provision for the use of rain water/grey water for the watering of plants and gardens. |

WASTE TREATMENT AND DISPOSAL

Sewage Disposal

The absence of a central sewage system has led to the high use of pit latrines throughout the parish. As the local planning area develops, the demand for a central

FIFTH SCHEDULE, *contd.*

sewage disposal system will increase. However, this is not possible for now or for the near future. As the present methods continue to pose a threat to the existing underground features it is imperative to develop or improve the existing methods of sewage disposal. It is encourage that, all methods of disposal should conform to those recommended by the relevant Ministry, the Natural Resources Conservation Authority (NRCA), the local authority and all other relevant authorities.

POLICY AP WT1 In the absence of a central sewage system the following sewage disposal methods may be permitted in appropriate situations:

- (a) septic tanks and tile field;
- (b) any other safe and appropriate waste disposal technology as may be developed that is acceptable to the planning authorities and other relevant agencies.

POLICY AP WT2 Permission will not be granted for new buildings, change of use or extensions in areas that are not centrally sewered unless the sewage treatment facilities proposed will be treated to the satisfaction of the bodies mentioned above.

Solid Waste Disposal

The 2011 Population Census showed that approximately seventy per cent (70%) of residents have their solid waste collected by the public system. However, twenty-three (23%) dispose of solid waste by burning. Methods of recycling should be introduced in order to diminish the amount of waste being disposed of indiscriminately.

POLICY AP WT3 The indiscriminate and unsatisfactory disposal of waste will not be encouraged and the local planning authority will support the routine collection and recycling of such waste as much as possible and provide the facilities for this to take place.

Inadequate garbage facilities exist in the local planning area. This can have an adverse effect on the surrounding environment and health of residents and may cause infestation by rodents and insects. All developments should therefore make provision for proper waste storage collection.

POLICY AP WT4 All developments will be required to make adequate provision for the storage and collection of waste matter which should if possible be sorted into non-recyclable and recyclable categories.

POLICY AP WT5 The disposal of waste into sea and other areas of ecological value will not be supported by the Planning Authority.

FIFTH SCHEDULE, *contd.*

ENERGY GENERATION AND DISTRIBUTION

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 residential and business areas.

POLICY AP EI

The planning authority will ensure that the design of new buildings take into consideration modern energy conservation techniques and practices, including the implementation of renewable energy systems.

FIFTH SCHEDULE, *contd.*

APPENDICES

APPENDIX 1

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.)

“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;

FIFTH SCHEDULE, *contd.*

“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 absorb carbon dioxide;

“commercial development” means development for the provision or supply of goods or service by wholesale or retail; but does not include a warehouse;

“cubic content” means the cubic content of a structure or building measured externally;

“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;

“ecological 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

FIFTH SCHEDULE, *contd.*APPENDIX 1, *contd.*

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;

“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;

FIFTH SCHEDULE, *contd.*APPENDIX 1, *contd.*

“industry” means one in which the use carried on involves or is incidental to the making of any article or part of any article or the altering, repairing, ornamenting, finishing, cleaning, washing, packing, canning, or breaking-up or demolition of any article or the extraction or processing of minerals;

“industry-light” means an industry in which the process is such that it is suitable for location adjacent to or in close proximity to residential development although not necessarily within the area itself;

“infill” means the development of a vacant site within a substantially developed area in which the bias is to preserve the status quo;

“landscape plan” means a plan which shows the location, species, and size of all major vegetation to be retained, removed, or planted; as well as all other aspects of “landscaping”;

“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;

“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;

FIFTH SCHEDULE, *contd.*APPENDIX 1, *contd.*

- “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;
- “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

FIFTH SCHEDULE, *contd.*APPENDIX 1, *contd.*

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;

APPENDIX 2

LIST OF URBAN COMMUNITIES

The town of Mandeville is not only the Parish Capital but the main regional and administrative centre which provides goods and services to the central area of the island. Christiana which is located to the north of Mandeville is the next most popular commercial centre with Alligator Pond growing in importance as a seaport Town.

Policies have been prepared to guide land use and development in all the centres listed below.

- (a) Alligator Pond
- (b) Christiana
- (c) Cross Keys
- (d) Mandeville
- (e) Mile Gully
- (f) Newport
- (g) Porus
- (h) Pratville
- (i) Williamsfield

FIFTH SCHEDULE, *contd.*

APPENDIX 3

SCHEDULE OF MONUMENTS, HISTORICAL AND ARCHAEOLOGICAL
BUILDINGS AND ECOLOGICAL SITES IN MANCHESTER

Manchester has a rich heritage with several monuments and historical sites. The following has been listed as Declared National Heritage Sites and Monuments in Manchester by the Jamaica National Heritage Trust.

LIST OF DECLARED SITES AND MONUMENTS AND BUILDINGS	
Buildings of Architectural and Historic Interest	
Greenvale Railway Station	(Declared 06/01/2005)
Marlborough Great House, Spur Tree	(Declared 08/04/1999)
Marshall's Pen Great House	(Declared 30/05/2000)
Sutton Railway Station	(Declared 02/10/2003)
Williamsfield Railway Station	(Declared 03/04/2003)
Churches, Cemeteries, Tombs	
Mandeville Parish Church	(Declared 19/07/2007)
Porus Methodist Church	(Declared 03/10/2019)
Historic Sites	
Roxborough Castle Plantation—birthplace of National Hero, the Rt. Excellent Norman Manley	(Declared 01/10/1992)
Public Buildings	
Mandeville Court House	(Declared 15/03/2001)
Porus Community Centre	(Declared 03/10/2019)

FIFTH SCHEDULE, *contd.*

APPENDIX 4

SCHEDULE OF BEACHES ALONG THE MANCHESTER
ORDER AREA COAST

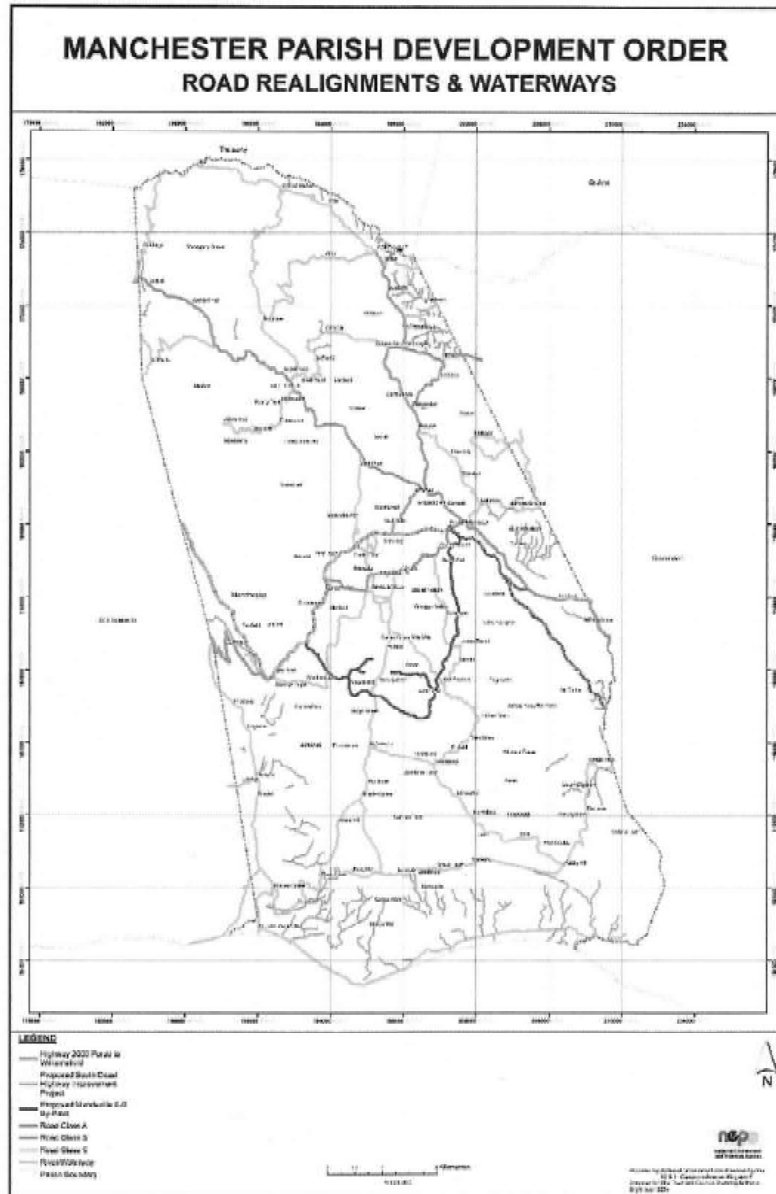
LOCATION	TYPE
Gut River	Fishing/Bathing
Hudson Bay	Fishing/Bathing
Calabash Bay	Fishing/Bathing
Wards Bay	Fishing/Bathing
Alligator Pond	Fishing/Bathing

NOTE:—Although the coastline of Manchester is approximately eleven (11) miles long public bathing beach have been identified at only five locations. However, there is considerable extent of beach which when developed will add considerably to the recreational potential of the area.

FIFTH SCHEDULE, *contd.*

APPENDIX 5

MAIN ROAD DEVIATIONS AND NEW MAJOR ROADS



FIFTH SCHEDULE, *contd.*

APPENDIX 6

SCHEDULE OF ROAD STANDARDS
(All measurements in metres)

Type of Road	Total Reservation	Carriageway	Side Reservation (each side)			
			Total	Paved	Planted	
(a) Service Roads	9	6	1.5	—	—	Reservation, carriageway, paving and planting may be varied by local planning authority depending on circumstances.
(b) Housing Estate Roads	12	6	3	1.2	1.8	Paving and planting may be varied by local planning authority depending on circumstances.
(c) Main Housing Estate Roads	15	8.5	3.25	1.45	1.8	Paving and Planting may be varied by local planning authority depending on circumstances.
(d) Arterial Roads	30	7.5	See special requirements			(2) 2.4 shoulders and a median strip, or such requirements as the local planning authority may consider adequate.

FIFTH SCHEDULE, *contd.*Schedule of Road Standards, *contd.*
(All measurements in metres)

Type of Road	Total Reservation	Carriage-way	Side Reservation (each side)	
			Total Paved Planted	
(e) Arterial Roads where standards of (d) are not required	21	14.6	See special requirements	(2) 3.2 footpaths or such requirements as the local planning authority may consider adequate.

Standard of new roads and improvements to existing roads will be required to comply with the above schedule.

Roads are in four classes:—

- | | |
|---------------------------|--|
| (a) Service Roads: | These are used for direct access to individual lots within a residential area or for access to commercial premises. |
| (b) Housing Estate Roads: | These are intermediate collector roads for traffic generated by service roads. |
| (c) Main Housing: | These are the main roads within a residential area and would normally be used as bus routes or as denser traffic routes through residential areas. |
| (d) Arterial Roads: | These are the main roads normally through the city or linking parts of the city. |

FIFTH SCHEDULE, *contd.*

APPENDIX 7

PARKING AND LOADING REQUIREMENTS

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		3 spaces for each operator chair	1 space for each employee

FIFTH SCHEDULE, *contd.*APPENDIX 7, *contd.*

PARKING AND LOADING REQUIREMENTS SCHEDULE OF VEHICLE PARKING REQUIREMENTS IN ACCORDANCE WITH USE CLASSES			
Type of Development	SPECIFIC REQUIREMENTS	PARKING PROVISION	OPERATIONAL REQUIREMENTS
Barbering			
(h) Direction of funerals		1 space per 37.00 square metres of gross floor area	
(i) Display of goods for sale		1 space per 30 square metres	
(j) Cleaning of clothes or fabrics on the premises		1 space per unit	1 space per unit
(k) Receiving goods for washing etc.		1 space per 20 square metres	1 space per unit
(l) Internet cafe		1 space per 20 square metres	
(m) Garden Centres		1 space per 25 square metres	
(n) Markets		1 space per 30 square metres of gross stall pitch area including pedestrian circulation area	
USE CLASS 2-FINANCIAL AND PROFESSIONAL SERVICES			
(a) Financial services e.g. Banks, building societies, estate and employment agencies	At least 10% of the spaces being provided should be identified and reserved for visitors	1 space per 17 square metres	
(b) Professional Service	At least 10% of the spaces being provided should be identified and reserved for visitors	1 space per 17 square metres	
Betting Shop		1 space per 20 square metres	1 space per 30 square metres
USE CLASS 3-RESTAURANTS AND CAFES			
Restaurants, snack bars, cafes	Use for sale of food and drink for consumption on the	1 space per 5 seats or 1 space per 4.5 square metres of	1 space per 3 staff

FIFTH SCHEDULE, *contd.*APPENDIX 7, *contd.*

PARKING AND LOADING REQUIREMENTS SCHEDULE OF VEHICLE PARKING REQUIREMENTS IN ACCORDANCE WITH USE CLASSES			
Type of Development	SPECIFIC REQUIREMENTS	PARKING PROVISION	OPERATIONAL REQUIREMENTS
	premises	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 35 square 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 3 staff, 10% of staff spaces for visitors	1 space per 930 square metres of ground floor area
USE CLASS 7-GENERAL INDUSTRY			
Carrying on of any Industrial process	240 square metres gross floor area or	1 space per 20 square metres	In locations with medium public

FIFTH SCHEDULE, *contd.*APPENDIX 7, *contd.*

PARKING AND LOADING REQUIREMENTS SCHEDULE OF VEHICLE PARKING REQUIREMENTS IN ACCORDANCE WITH USE CLASSES			
Type of Development	SPECIFIC REQUIREMENTS	PARKING PROVISION	OPERATIONAL REQUIREMENTS
other than one falling in Class 6	under		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
	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

FIFTH SCHEDULE, *contd.*APPENDIX 7, *contd.*

PARKING AND LOADING REQUIREMENTS SCHEDULE OF VEHICLE PARKING REQUIREMENTS IN ACCORDANCE WITH USE CLASSES			
Type of Development	SPECIFIC REQUIREMENTS	PARKING PROVISION	OPERATIONAL REQUIREMENTS
(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 (a) Prison (b) Young offenders institution (c) Detention centre (d) Secure training centre	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	1 space or full-time equivalent staff	Visitor-individual merit

FIFTH SCHEDULE, *contd.*APPENDIX 7, *contd.*

PARKING AND LOADING REQUIREMENTS SCHEDULE OF VEHICLE PARKING REQUIREMENTS IN ACCORDANCE WITH USE CLASSES			
Type of Development	SPECIFIC REQUIREMENTS	PARKING PROVISION	OPERATIONAL REQUIREMENTS
(e) Custody centre (f) Short term holding centre (g) Secure hospital (h) Military barracks	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	
(c) Apartment* buildings and Town houses	studios or efficiency apartment unit a) Up to 1 bedroom unit b) 2 bedrooms but less than 3 bedrooms c) 3 bedrooms and over	1 space per unit 1 space per unit 2 spaces per unit 2.5 spaces per unit	0.5 space per unit for visitors

FIFTH SCHEDULE, *contd.*APPENDIX 7, *contd.*

PARKING AND LOADING REQUIREMENTS SCHEDULE OF VEHICLE PARKING REQUIREMENTS IN ACCORDANCE WITH USE CLASSES			
Type of Development	SPECIFIC REQUIREMENTS	PARKING PROVISION	OPERATIONAL REQUIREMENTS
(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 INSITUATIONS			
(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	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 Training Centre		1 space per each 8 seats	
(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	

FIFTH SCHEDULE, *contd.*APPENDIX 7, *contd.*

PARKING AND LOADING REQUIREMENTS SCHEDULE OF VEHICLE PARKING REQUIREMENTS IN ACCORDANCE WITH USE CLASSES			
Type of Development	SPECIFIC REQUIREMENTS	PARKING PROVISION	OPERATIONAL REQUIREMENTS
		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) Post secondary Institutions (galleries, universities etc.)		1 space for every 2 members of 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

FIFTH SCHEDULE, *contd.*APPENDIX 7, *contd.*

PARKING AND LOADING REQUIREMENTS SCHEDULE OF VEHICLE PARKING REQUIREMENTS IN ACCORDANCE WITH USE CLASSES			
Type of Development	SPECIFIC REQUIREMENTS	PARKING PROVISION	OPERATIONAL REQUIREMENTS
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
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	

FIFTH SCHEDULE, *contd.*APPENDIX 7, *contd.*

PARKING AND LOADING REQUIREMENTS SCHEDULE OF VEHICLE PARKING REQUIREMENTS IN ACCORDANCE WITH USE CLASSES			
Type of Development	SPECIFIC REQUIREMENTS	PARKING PROVISION	OPERATIONAL REQUIREMENTS
(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.	
(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	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.		

FIFTH SCHEDULE, *contd.*APPENDIX 7, *contd.*

PARKING AND LOADING REQUIREMENTS SCHEDULE OF VEHICLE PARKING REQUIREMENTS IN ACCORDANCE WITH USE CLASSES			
Type of Development	SPECIFIC REQUIREMENTS	PARKING PROVISION	OPERATIONAL REQUIREMENTS
	between 50 and 100 spaces-5% of capacity subject to a minimum of 5 spaces Over 100 spaces - 5% of capacity subject to a minimum of 10 spaces to be reserved		
Notes: <ol style="list-style-type: none"> 1. Loading and unloading bays should be located so that vehicles using them can: <ol style="list-style-type: none"> (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 <p>Compact-4m x 1.7m Mid-Size-4.5m x 1.8m Full-5.1m x 2m</p> 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

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 12.20 m. from road property boundaries to provide adequate area for manoeuvring of vehicles in the service area.

9. Canopies and supports over pumps and service equipment when located less than 6 m. from interior residential lot lines or building or structure should be constructed of non-combustible material.

10. Petrol pumps shall be located a minimum of 30.48 m. from any residential building.

11. No fuel pumps or other mechanical equipment shall be installed so as to permit servicing of motor vehicles standing on a public street or highway.

12. All service areas should be paved to avoid dust nuisance.

13. Exterior design of the building should be compatible with adjacent development and should be such that it is not detrimental to property values in the area.

FIFTH SCHEDULE, *contd.*APPENDIX 8, *contd.*

14. In a residential area a landscaped open area 3.0m wide shall be provided along the rear property boundary and 4.6m wide along the side property boundaries and be separated from paved area by kerb or other barrier.

15. Where the site adjoins the side of, or rear boundary of a residential lot, a solid wall 3.0m. in height should be constructed and maintained along that lot boundary.

16. A raised kerb of at least 15cm. in height should be erected along street property lines except for driveway openings so as to prevent operation of vehicles on sidewalks, and to define entrance or exit points.

17. Signs should be in accordance with the advertisement Regulations and should be located so as not to reflect the sun into the face of motorists and should be large enough so that they can be seen from a reasonable distance at a reasonable speed.

18. Each tank shall be vented to the atmosphere outside of buildings by means of an independent vent pipe which should not be less than 3.65m. in height or 0.6m. above the top of the nearest adjacent building.

19. All volatile flammable liquid storage tanks shall be installed below ground.

20. Integral containers of adequate design and capacity should be provided for solid waste, such as discarded cans, bottles, *etc.*

21. Proper facilities for storage and disposal of used and waste oil and gas must be provided.

22. Waste water from the washing of motor vehicles *et cetera* and sewage disposal should be to the satisfaction of the Health Authorities.

23. Fuel should be stored in double walled container with leak spillage and over fill detection system to minimize leakage and prevent contamination of ground water and the material of the tank is to be coated to avoid corrosion.

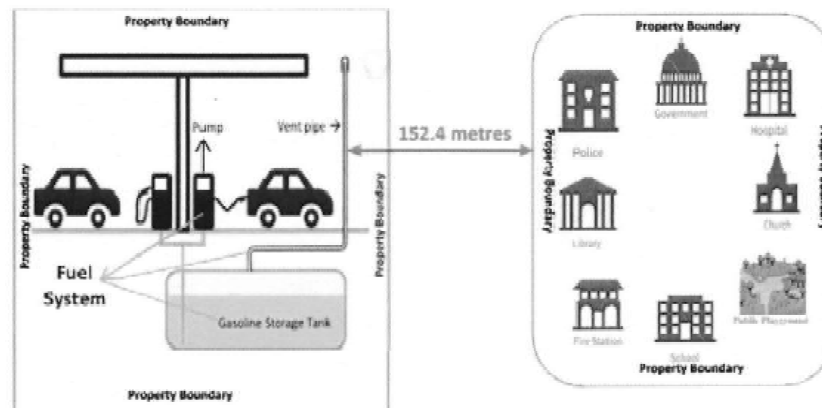
24. A secondary containment should be in place to contain any spills or leakage and should have a volume of not less than a hundred and ten percent of the volume of the tank itself.

25. Normally no access to nor egress from a filling station shall be closer than 45.72m to any road intersection or sharp corner, or 76.2m from the intersection of two main roads.

26. Tank access chambers and filling points should be liquid tight to prevent accidental spillage from entering the ground around the installation.

FIFTH SCHEDULE, *contd.*APPENDIX 8, *contd.*

27. The surface around the road tanker discharge area and around the vehicle filling points should be liquid tight, and the area drained to a petrol/oil separator to prevent product from entering off-site drainage systems.

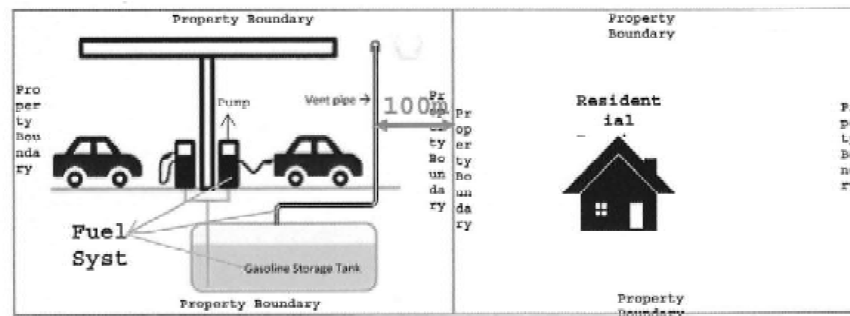


Source: Science of the Total Environment, 2019

Figure 1 Showing minimum setback requirement of petrol and oil filling stations from public institutions

1. 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.

2. A minimum of 100m should be maintained between the petrol and oil filling station's fuel system and residential premises as shown on Figures 2 below.



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

FIFTH SCHEDULE, *contd.*APPENDIX 8, *contd.*

3. 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.

4. 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

5. 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.

6. Exterior design of the proposed building for the petrol and oil filling station should be compatible with the character of the adjacent development.

7. 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.

8. 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.

9. 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.

10. 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.

11. 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.*APPENDIX 8, *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

12. 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.

13. 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.

14. The vehicular ingress/egress for petrol and oil filling stations should be a minimum of 7.7m and a maximum of 9.2m wide.

15. 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.

16. 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.

17. 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

18. 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

19. 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.*APPENDIX 8, *contd.*

20. 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.

21. 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.

22. 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.*

23. 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.

24. 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

25. 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.

26. 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.

27. Vapour recovery pumps should be installed at all petrol and oil filling station where the product being dispensed contains benzene.

28. 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.

29. 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.*APPENDIX 8, *contd.*

30. 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 the for manoeuvring or positioning so as to create an obstruction to all types of traffic using the roadway.

31. 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.

32. 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

33. 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.*

34. 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.

35. Waste water from the washing of motor vehicles *et cetera*, and sewage disposal should be to the satisfaction of the Health Authorities.

APPENDIX 9

THE DESIGN OF PARKING FACILITIES

1. The condition governing the design of parking facilities (see figure 3) for enclosed and unenclosed parking is an unobstructed rectangular minimum space of 5.5m x 2.5m for each car, 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

FIFTH SCHEDULE, *contd.*APPENDIX 9, *contd.*

space shall be 3.0m or if a door opens into the parking space on its long side, 3.36m;

- (d) where the use of one parking space is limited on one side by a wall or column, the unobstructed width (face to face of obstruction) of the parking space shall be 3.0m;
- (e) the minimum width of a parking aisle shall be 5.5m except where parking is provided at a lesser angle to the aisle than 60 degrees and access is one way only, in which case the following aisle width shall apply;

Angle of Parking		Minimum Aisle Width
30 degrees	—	3.36m.
45 degrees	—	3.97m.

2. In the case of parking garages with columns, care must be taken to ensure proper moving of vehicles and in no case should a column project into a minimum parking space aisle.

3. For parking garages, carports and parking areas, the maximum gradient and the maximum cross slope shall be 1 in 20.

4. In certain types of developments, developers will be required to provide loading and off-loading bays within the curtilage of the site.

5. Each bay shall have an unobstructed rectangular space 6.7m by 3.0m and reasonably vehicular access shall be provided to each bay.

6. The parking provision for disabled drivers should be as indicated in Figure 2.

APPENDIX 10

RESIDENTIAL DENSITY—STANDARDS AND CONTROLS

Requirements

Residential density is used as a control over the physical intensity and bulk of buildings and indirectly as a control on the number of people living on a particular site. Since the actual occupancy of unit of accommodation is a variable that is dependent upon such factors as tenure, size and type of accommodation density is best expressed in terms of habitable rooms per hectare rather than persons per hectare.

While density is useful in assessing proposals, other requirements such as adequate amenity space, ground cover, floor area ratio, security, privacy and car parking spaces will be taken into consideration. The general appearance of the building, distance to adjacent development and established character of the area will also be considered.

FIFTH SCHEDULE, *contd.*APPENDIX 10, *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.*APPENDIX 10, *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 dinning 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

FIFTH SCHEDULE, *contd.*APPENDIX 10, *contd.*

community non-residential needs at the minimum rate of one hectare to every one hundred (100) dwelling units. Such land should be landscaped initially and otherwise be developed.

The land reserved for public use should not be pieces left over as unsuitable for development of houses. It is important that the land is on usable ground and also that it is properly located within the neighbourhood so that it can be conveniently used for the required public purpose.

Consideration should also be given to the provision of large open spaces rather than several small ones.

(ii) *Multi-Family Development (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 judgment of the Planning Authorities, can be used for general recreational purposes.

The minimum common “amenity area” for each unit should be provided as follows:

- Studio Unit 15 square metres
- One-Bedroom Unit 30 square metres
- Two or more Bedroom Unit 60 square metres

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.*APPENDIX 10, *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.

FIFTH SCHEDULE, *contd.*

APPENDIX 11

CAVES IN MANCHESTER

List of Caves Identified for Manchester extracted from “Jamaica Underground, the caves, sinkholes and underground rivers of the Island” by Alan G. Fincham 1997 and information from the Jamaica Caves Organization (JCO) (<http://www.jamaicancaves.org/main.htm>).

MANCHESTER CAVES—SOURCE JCO

NAME	DISTRICT	PARISH	LISTING SOURCE	POSITI ON SOURC E	ACCURACY	JAD200 1 E	JAD2001 N
Abbey Cave	Hatfield	Manchester	Fincham	JU	> +/-100m	693211	652389
Albion Cave	May Day	Manchester	Fincham	JU	> +/-100m	698111	650289
Allan Marius Cave	Old England	Manchester	Fincham	JU	> +/-100m	700711	649789
Alligator Church Cave	Alligator Pond area	Manchester	Fincham	JU	> +/-100m	690111	636289
Anderson Shelter	Marlborough area	Manchester	Fincham	JU	> +/-100m	693711	651189
Babylon Cave	Bombay area	Manchester	Fincham	JU	> +/-100m	702111	663289
Banana Ground Sink 1	Banana Ground	Manchester	Fincham	JU	> +/-100m	705611	658789
Banana Ground Sink 2	Banana Ground	Manchester	Fincham	JU	> +/-100m	705611	658789
Berry Hill Cave	Dalys Grove	Manchester	Fincham	JU	> +/-100m	694611	648389
Blackwood Cave	Walcs area	Manchester	Fincham	JU	> +/-100m	697711	645389
Blenheim Cave #1.	Newport	Manchester	Fincham	JU	> +/-100m	695711	644489
Blenheim Cave #2.	Newport	Manchester	Fincham	JU	> +/-100m	695711	644189
Blenheim Cave #3.	Newport	Manchester	Fincham	JU	> +/-100m	695511	644189
Blenheim Triangle 1	Blenheim Town	Manchester	Fincham	JU	> +/-100m	697611	643889

FIFTH SCHEDULE, *contd.*APPENDIX 11, *contd.*

Blenheim Triangle 2	Blenheim Town	Manchester	Fincham	Stewart	GPS	697803	644148
Blenheim Triangle 3	Blenheim Town	Manchester	Fincham	JU	> +/-100m	697611	644189
Blenheim Triangle 4	Blenheim Town	Manchester	Fincham	JU	> +/-100m	698011	643389
Blenheim Triangle 5	Blenheim Town	Manchester	Fincham	JU	> +/-100m	697911	643489
Blenheim Triangle 6	Blenheim Town	Manchester	Fincham	JU	> +/-100m	697711	643589
Bloomfield Cave	Mandeville	Manchester	Fincham	JU	> +/-100m	693711	654789
Bombay Sinkhole #2	Bombay	Manchester	Fincham	JU	> +/-100m	701311	662389
Bombay Sinkhole #3	Bombay	Manchester	Fincham	JU	> +/-100m	702211	662789
Bombay Sinkhole #4	Bombay	Manchester	Fincham	JU	> +/-100m	701911	661489
Bombay Sinkhole #5	Bombay	Manchester	Fincham	JU	> +/-100m	701911	663089
Bombay Sinks #6-8	Bombay	Manchester	Fincham	JU	> +/-100m	702111	662289
Bossue Caves	Bossue area	Manchester	Fincham	JU	> +/-100m	705111	636289
Boundary Pot	Cabbage Hall area	Manchester	Fincham	JU	> +/-100m	706111	661289
Breeze Hole	Troy	Manchester	Fincham	JU	> +/-100m	685411	674289
Breeze Hole River Cave	Troy	Manchester	Fincham	JU	> +/-100m	685311	674189
Breezy Hole	Marlborough	Manchester	Fincham	JU	> +/-100m	694111	649289
Brets Cave	Knockpatrick	Manchester	Fincham	JU	> +/-100m	697111	649289
Brokenhurst Cave**	Old England	Manchester	Stewart	Stewart	GPS	701544	648049
Bunny Hole	Walderston	Manchester	Fincham	JU	> +/-100m	698811	664389

FIFTH SCHEDULE, *contd.*APPENDIX 11, *contd.*

Caledonia Cave	Mandeville	Manchester	Fincham	JU	> +/-100m	696911	655589
Canoe Valley Caves	Alligator Pond	Manchester	Fincham	JU	> +/-100m	697111	635589
Carpenters Cave	Spur Tree	Manchester	Fincham	JU	> +/-100m	688111	652289
Chapman Sinkhole	Mizpah	Manchester	Fincham	JU	> +/-100m	699511	663489
Cobbla Cliff Holes	Cobblers	Manchester	Fincham	JU	> +/-100m	699511	666089
Coffee River Cave	Auchtembeddie	Manchester	Fincham	Stewart	GPS	683906	673573
Comfort Hall Cave	Comfort Hall	Manchester	Fincham	JU	> +/-100m	685711	670089
Copeland Sinkhole	Huntley	Manchester	Stewart	Stewart	GPS	688544	657847
Cross Keys High School Cave	Cross Keys	Manchester	Stewart	Stewart	GPS	696701	638439
Cuckold Point Cave	Cuckold Point	Manchester	Fincham	JU	> +/-100m	694911	633189
Daley Deep Sink	Daleys Grove	Manchester	Fincham	JU	> +/-100m	695111	647289
Daley Little Sink	Daleys Grove	Manchester	Fincham	JU	> +/-100m	697111	651189
Daley Twin Sinks	Meadsfield	Manchester	Fincham	JU	> +/-100m	695811	648989
Dalketh Sinkhole	Knockpatrick	Manchester	Fincham	JU	> +/-100m	696711	648689
Devil Hole	Ramble	Manchester	Fincham	JU	> +/-100m	703411	651189
Dixon Sinkhole	Huntley	Manchester	Stewart	Stewart	GPS	689403	659990
Doris Villa Cave	Mandeville	Manchester	Fincham	JU	> +/-100m	697011	655089

FIFTH SCHEDULE, *contd.*APPENDIX 11, *contd.*

Duff House Cave	Spring Ground	Manchester	Fincham	JU	> +/-100m	690111	637289
Dunrobin Cave 1	Mandeville	Manchester	Fincham	JU	> +/-100m	694611	652689
Dunrobin Cave 2	Mandeville	Manchester	Fincham	JU	> +/-100m	694911	652389
Dunrobin Cave 3	Mandeville	Manchester	Fincham	JU	> +/-100m	694311	652089
Dunrobin Cave 4	Mandeville	Manchester	Fincham	JU	> +/-100m	694011	651489
Edinburgh Sinkhole	Edinburgh	Manchester	Fincham	JU	> +/-100m	699811	645389
Enfield Cave	Woodstock	Manchester	Fincham	JU	> +/-100m	700711	644789
Enfield Sink	Woodstock	Manchester	Fincham	JU	> +/-100m	699811	645089
Epping Forest Cave	Edgeware	Manchester	Fincham	JU	> +/-100m	701111	650289
Esso Shelter Cave	Newport	Manchester	Fincham	JU	> +/-100m	696111	646589
Everlasting Hole	Allison	Manchester	Fincham	JU	> +/-100m	701111	663689
Fleming Hole	Huntley	Manchester	Stewart	Stewart	GPS	689586	660060
Forbes Spring Cave	Victoria Town	Manchester	Fincham	JU	> +/-100m	698111	634289
Ganja Pot	Cabbage Hall	Manchester	Fincham	JU	> +/-100m	704111	661289
Gautiers Bay Caves	Alligator Pond	Manchester	Fincham	JU	> +/-100m	692111	634989
Goffes Cave	Craig Head	Manchester	Fincham	JU	> +/-100m	692111	675289
Gourie Cave	Christiana	Manchester	Fincham	Stewart	GPS	696061	670910
Grambie Cave	Grambie River	Manchester	Fincham	JU	> +/-100m	703411	635589
Greathouse Sinkhole	Mandeville	Manchester	Fincham	JU	> +/-100m	697011	655089

FIFTH SCHEDULE, *contd.*APPENDIX 11, *contd.*

Green Vale Cave	Green Vale	Manchester	Fincham	JU	> +/-100m	692811	654789
Grove Road Cave	Mandeville	Manchester	Fincham	JU	> +/-100m	696111	653589
Gut River Rising	Gut River	Manchester	Fincham	JU	> +/-100m	700511	634689
Harmons Cave	Harmons	Manchester	Fincham	JU	> +/-100m	705611	646889
Heathfield Cave 1	Heathfield	Manchester	Fincham	JU	> +/-100m	699511	646289
Heathfield Cave 2	Heathfield	Manchester	Fincham	JU	> +/-100m	698211	645089
Hillside Cave	Hillside	Manchester	Fincham	JU	> +/-100m	697311	650589
Hopeton Bat Cave	Mandeville	Manchester	Fincham	Stewart	GPS	694164	651838
Hopeton Collapse	Mandeville	Manchester	Fincham	Stewart	GPS	694213	650670
Hopeton Shelter	Mandeville	Manchester	Fincham	Stewart	GPS	694346	651653
Hopeton Sink 1	Mandeville	Manchester	Fincham	JU	> +/-100m	694011	650889
Hopeton Sink 2	Mandeville	Manchester	Fincham	JU	> +/-100m	694311	651489
Hopeton Sink 3	Mandeville	Manchester	Fincham	JU	> +/-100m	694911	652089
Hudsons Cave	Daleys Grove	Manchester	Fincham	JU	> +/-100m	694111	647289
Image Cave	Plowden	Manchester	Fincham	Stewart	GPS	692769	636467
Isles Sinkhole 352	Snowden	Manchester	Stewart	Stewart	GPS	697090	644931
Isles Sinkhole 353	Snowden	Manchester	Stewart	Stewart	GPS	697004	644925
Jack Wait Cave	Richmond Hill	Manchester	Fincham	JU	> +/-100m	693111	665289
Jacobs Hole	Pike	Manchester	Fincham	JU	> +/-100m	694311	674289
Jarmons Hole	Old England	Manchester	Fincham	JU	> +/-100m	700111	648089

FIFTH SCHEDULE, *contd.*APPENDIX 11, *contd.*

John Crow Hole Cave	Brumalia	Manchester	Fincham	JU	> +/-100m	695211	654189
Knowsley Park Cave	Knowsley Park	Manchester	Fincham	JU	> +/-100m	696111	669789
Logan Hole 1	Old England	Manchester	Fincham	JU	> +/-100m	699911	650689
Logans Hole 2	Old England	Manchester	Fincham	Stewart	GPS	699906	650885
Lookout Cave	Bogue Hill area	Manchester	Fincham	JU	> +/-100m	684211	665488
Luck Bat Cave	Canoe Valley	Manchester	Fincham	JU	> +/-100m	697111	634289
Mans Cave	Coleyville	Manchester	Fincham	JU	> +/-100m	695111	672289
Marley River Cave	Aughtembeddie	Manchester	Fincham	Stewart	GPS	684227	673612
Marley Small Cave	Marley River	Manchester	Fincham	JU	> +/-100m	685111	674489
Marley Stalactite Cave	Marley River	Manchester	Fincham	Stewart	GPS	684306	673719
Marshalls Pen Cave	Marshalls Pen Hou	Manchester	Fincham	JU	> +/-100m	694111	658288
Martin Spring Cave	Victoria Town	Manchester	Fincham	JU	> +/-100m	709111	640289
Mattis Hole	Huntley	Manchester	Stewart	Stewart	GPS	687475	657509
Midway Cave	Knockpatrick	Manchester	Fincham	JU	> +/-100m	696111	647289
Mitchells Sinkhole	Walcs	Manchester	Fincham	JU	> +/-100m	698111	645289
Mollison Cave	Mollison	Manchester	Fincham	JU	> +/-100m	696411	669489
Molton Fissure	Malton	Manchester	Fincham	JU	> +/-100m	692111	671289
Morgans Pond Hole	Cobblers	Manchester	Fincham	Stewart	GPS	699586	664915

FIFTH SCHEDULE, *contd.*APPENDIX 11, *contd.*

Mount Forest Cave	Wigton	Manchester	Fincham	JU	> +/-100m	692111	640289
Mount Olivet Sink	Walderson	Manchester	Fincham	JU	> +/-100m	699211	665589
Mount Parnassus Cave	Content Mountain	Manchester	Fincham	JU	> +/-100m	665111	692289
Myrtel Jackson Cave	Johns Hall	Manchester	Fincham	JU	> +/-100m	687611	663989
Nash Cave	Bloomfield	Manchester	Fincham	JU	> +/-100m	694011	653889
New Castle Cave	Newport	Manchester	Fincham	JU	> +/-100m	696411	645689
New Green Cave No Ent	New Green	Manchester	Fincham	Stewart	GPS	695113	657855
New Green Sw Ent	New Green	Manchester	Fincham	Stewart	GPS	694936	657779
New Hall Cave	New Green	Manchester	Fincham	Stewart	GPS	699510	653419
Newport Cave	Newport	Manchester	Fincham	JU	> +/-100m	695111	646289
Newport Square Cave	Newport	Manchester	Fincham	Stewart	GPS	696353	645763
Nottingham Big Cave	Lincoln	Manchester	Fincham	JU	> +/-100m	690111	652289
Old England Cave	Old England	Manchester	Fincham	JU	> +/-100m	701111	649289
Old England Midget	May Day	Manchester	Fincham	JU	> +/-100m	699111	650789
Old Mans Gully Hole	Troy	Manchester	Fincham	JU	> +/-100m	686111	675289

FIFTH SCHEDULE, *contd.*APPENDIX 11, *contd.*

Old Woman's Point Cave	Long Bay	Manchester	Fincham	JU	> +/-100m	696111	633289
Oldbury Cave 1	Morclands	Manchester	Fincham	JU	> +/-100m	693111	647189
Oldbury Cave 2	Morclands	Manchester	Fincham	JU	> +/-100m	694011	647189
Oldbury Estate Cave 2	Newport	Manchester	Fincham	JU	> +/-100m	694311	646689
Oldbury Estate Caves 1	Newport	Manchester	Fincham	JU	> +/-100m	693711	645789
Oldbury Estate Caves 3	Newport	Manchester	Fincham	JU	> +/-100m	695411	646489
Orchid Cave	Newport	Manchester	Fincham	JU	> +/-100m	698111	644289
Oxford Cave	Auchtembeddie	Manchester	Fincham	Stewart	GPS	683784	673020
Pepper Shelter	Spice Grove	Manchester	Fincham	JU	> +/- 100m	687111	652289
Plowden Hill Cave (See Image Cave)	Alligator Pond	Manchester	Fincham	JU			
Plowman Cave	Alligator Pond	Manchester	Fincham	JU	> +/-100m	690111	636289
Pussclaw Hole	Old England	Manchester	Fincham	Stewart	GPS	700513	647547
Redberry Cave	Redberry	Manchester	Fincham	JU	> +/-100m	705111	652289
Riverhead Cave	Gut River	Manchester	Fincham	JU	> +/-100m	700311	634789
Rocky Dunder Cave	Lincoln	Manchester	Fincham	JU	> +/-100m	690011	651789
Rogers Cave	Roger's River	Manchester	Fincham	JU	> +/-100m	703111	635589
Rottengut River Rising	Comfort Hall	Manchester	Fincham	JU	> +/-100m	686811	670489
Roxborough Cave	Epping Forest	Manchester	Fincham	JU	> +/-100m	700111	650289

FIFTH SCHEDULE, *contd.*APPENDIX 11, *contd.*

Sand Hill Cave	Gut River	Manchester	Fincham	JU	> +/-100m	699211	634689
Screech Owl Crawl	Daley	Manchester	Fincham	JU	> +/-100m	695111	647289
Sergeant's Hole	Old England	Manchester	Fincham	JU	> +/-100m	700411	648189
Sherwood Forest Cave	Windsor Forest	Manchester	Fincham	JU	> +/-100m	703111	645989
Site 356	Newport	Manchester	Stewart	Stewart	GPS	698320	645164
Site 357	Newport	Manchester	Stewart	Stewart	GPS	697099	646142
Site 358	Newport	Manchester	Stewart	Stewart	GPS	696312	643706
Site 362	Old England	Manchester	Stewart	Stewart	GPS	700003	649550
Site 363	Old England	Manchester	Stewart	Stewart	GPS	699932	649458
Smith's Cave	Blenheim	Manchester	Fincham	JU	> +/-100m	694211	641689
Smokey Hole Cave	Cross Keys	Manchester	Fincham	Stewart	GPS	696244	639085
Snowdon Sinkhole	Newport	Manchester	Fincham	Stewart	GPS	697260	644970
Somerset Sinks	Somerset	Manchester	Fincham	JU	> +/-100m	692011	658689
Spaniard Cave	Hudson's Bottom	Manchester	Fincham	JU	> +/-100m	697611	634089
Spaniard Hole Cave	Lincoln area	Manchester	Fincham	JU	> +/-100m	690611	651788
Spice Grove Cave	Huntley	Manchester	Fincham	JU	> +/-100m	688511	655089
Spring Cave	Rest	Manchester	Fincham	JU	> +/-100m	711511	637589
Spring Garden Sink	Johns Hall	Manchester	Fincham	JU	> +/-100m	688111	663289
Standpipe Cave	Newport	Manchester	Stewart	Stewart	GPS	696642	645965

FIFTH SCHEDULE, *contd.*APPENDIX 11, *contd.*

Stones Hope Cave	Stones Hope	Manchester	Fincham	Stewart	> +/-100m	696711	640788
Thomas Hole	Old England	Manchester	Fincham	JU	> +/-100m	699811	649289
Top Cliff Hole	Cobblers	Manchester	Fincham	JU	> +/-100m	699511	665789
Topsham Shaft And Sink	Endeavour	Manchester	Fincham	JU	> +/-100m	690011	663389
Turtle Pond Cave	Canoe Valley	Manchester	Fincham	JU	> +/-100m	698111	634289
Walderston Cave	Walderston	Manchester	Fincham	Haiduk	U	700444	664827
Wales Cave 1	Wales	Manchester	Fincham	JU	> +/-100m	697911	646589
Wales Cave 2	Newport	Manchester	Stewart	Stewart	GPS	697476	646313
Wales Sinkholes	Wales	Manchester	Fincham	JU	> +/-100m	697111	647289
Water Hole Cave	Swift River	Manchester	Fincham	JU	> +/-100m	707111	636289
Watson Hill Cave	Downs	Manchester	Fincham	JU	> +/-100m	691211	644789
Welkin Cave 1	Newport	Manchester	Fincham	Stewart	GPS	695843	645368
Welkin Cave 2	Newport	Manchester	Fincham	Stewart	GPS	695763	645140
Williamson Cave	Old England	Manchester	Fincham	JU	> +/-100m	699811	649988
Windhill Cave	Epping Forest	Manchester	Fincham	JU	> +/-100m	701111	651289
Wright Cave	Mollison	Manchester	Fincham	JU	> +/-100m	696711	670489
Wrights Hole	Cobblers	Manchester	Fincham	JU	> +/-100m	700111	666089
Zion Sinkhole	Shirehampton	Manchester	Fincham	JU	> +/-100m	687911	659989

FIFTH SCHEDULE, *contd.*

APPENDIX 12

INFORMATION TO BE SUPPLIED WITH SUBDIVISION
APPLICATION

Every Scheme plan prepared for the purpose of a subdivision shall show—

- (a) the whole of the land being subdivided.
- (b) the type of development and the several allotments and their areas, dimensions, and numbers in sequence.
- (c) the proposed phasing and seeding if any.
- (d) contour lines with respect to residential subdivision especially where the terrain is most uneven and difficult.
- (e) surface water drainage details.
- (f) scale to which the plan is drawn.
- (g) existing roads, reserves, access way and service lanes.
- (h) the layout of the proposed roads and their approximate grades, the proposed reserves, access ways and service lanes.
- (i) all those lands which are either affected by existing easements or to be affected by easements which are created.
- (j) the nature of all easements whether existing or to be created.
- (k) the relationship of the proposed scheme with adjacent land or development whether or not under the control of the applicant or owner.
- (l) such information as suffices to identify any particular road such as names, letters, or numbers.
- (m) such other particulars as may be required in writing by the local planning authority.

Location Plan

A location plan is to accompany each scheme plan showing the position of the subdivision in such a manner as to facilitate mapping and location on ground. Such a plan should:

- (a) show the nearest places of importance to and from which any road leads;
- (b) show definable and easily recognizable marks on earth together with necessary data such as distance from nearest mile post.

FIFTH SCHEDULE, *contd.*

APPENDIX 13

Subdivision Assessment Criteria

The Planning Authority will take into consideration the following criteria in assessing subdivision applications;

- (a) whether or not closer subdivision or settlement of the land shown on the scheme plan is in the public interest, or the land for any other reason whatsoever is suitable for subdivision or it is premature having regard to the provision of essential engineering and social services;
- (b) if adequate provision has been made for the drainage of any allotment or the disposal of sewage therefrom;
- (c) if the subdivision would interfere with or render more difficult or costly the carrying out of any public work or scheme of development which is proposed or contemplated by the Government of Jamaica or any local authority;
- (d) if the proposed subdivision conforms to recognised principles of town planning;
- (e) if there is adequate information given concerning the proposed co-ordination with adjacent land and its development and services;
- (f) if the development conforms to the standards of amenity already established in the area which should not be less than that for the proposal
- (g) if the proposal satisfies community needs by dedicating land of appropriate shape, slope and location at the minimum rate of 2½ acres (one hectare per one hundred (100) lots.)

FIFTH SCHEDULE, *contd.*

APPENDIX 14

VISIBILITY SPLAYS

Visibility splays are the angles of visibility which are designed at all major road intersections. They are intended to facilitate the unobstructed vision of motorists from one street on to the other, thereby minimizing the risks of accidents. Suggested visibility splays in relation to street type are listed below:

ROAD VISIBILITY SPLAYS AND SIDEWALKS RESERVATIONS

Road Type	Total Width (m)	Carriage Way (m)	SIDEWALK RESERVATION			Visibility Splay Angle (Degrees)	Splay Distance (m)
			Total (one side) (m)	Paved (m)	Planted (m)		
Service Road	9	6	1.5	—	—	45	1.8
Estate Road	12	6	3.3	1.2	1.8	45	3.0
Main Estate Road (spine or collector)	15	8.5	3.25	1.45	1.8	30	3.0
Main arterial road (adjacent residential areas)	21	14.6 Dual	3.25	1.45	1.8	30	2.1

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 15

GENERAL DEVELOPMENT STANDARDS FOR
TELECOMMUNICATION NETWORK

1. Standards

Size of site for base station for free standing structure.

- (i) No base station shall be less than 400 square meters (1312.3 square ft.) for self-support towers.

Set back for free standing structure

- (ii) The foremost part of each mast/tower shall be a minimum distance of 6.1 meters (20 feet) from the physical barrier.

Exclusion Zone

- (iii) Exclusion zones shall be determined and defined by acceptable physical barriers and appropriate grating. Zones shall be a minimum of 20m by 20m (65.6ft by 65.6ft) in size and the physical barrier shall be a minimum of 3 meters (9.8ft) in height within the cartilage of the site.

Height of tower

- (iv) The minimum height of self-support towers/masts shall not exceed 45.72 meters (150ft) within urban areas.
- (v) All masts/towers over 30 meters (98.4ft) must comply with the stipulation of the Jamaica Civil Aviation Authority and Spectrum Management Authority. For rooftop structures, the height of the building must constitute apart of the measurement.

Signage

- (vi) Readily identifiable signage warning the public to “Keep Out”, who the operator/s of the site are, their emergency contact numbers shall be posted at a conspicuous position at the site.

Parking and Access to site

- (vii) Sites must be adequately sized to accommodate the maneuvering and parking of not less than two service vehicles. Access way shall be a minimum of 4.6m (15ft) with parking bays being 5.5m 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.

FIFTH SCHEDULE, *contd.*APPENDIX 15, *contd.*

2. Information Accompanying Application.

A. Consultation Information

- (i) Result of consultation conducted by operators shall be submitted along with the application as an accompanying statement.
- (ii) The nature of the consultation undertaken for example, community meetings, serving of notices in the press *etc.*
- (iii) The time, date and place where the consultation was held must be stated.
- (iv) List of consultees.

B. Site/Location

- (i) Coordinates to specify site location shall be provided at projection WGS 84 JAD2001.

APPENDIX 16

GUIDELINES FOR HOTEL DEVELOPMENT

Density

The density for hotel development will be calculated on the basis of the number of guest rooms per hectare. A guest room is a hotel bedroom together with bathroom and all the ancillary accommodation normal in a resort hotel.

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 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.

FIFTH SCHEDULE, *contd.*APPENDIX 16, *contd.**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.

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.

FIFTH SCHEDULE, *contd.*

APPENDIX 17

Advertisement Guidelines

The display of advertisements, whether illuminated or not, can have a considerable impact on visual amenities. This is evident along main roads in rural areas and on buildings and open spaces in urban areas. The local planning authority will therefore pay particular attention to the siting of advertisements to ensure that the character of the country side, individual buildings and streets are not adversely affected.

Signs will be controlled in accordance with the Control of Advertisements Regulations 1978.

Applications will be considered in respect of the amenity and public safety and the following guidelines which have been adapted from the Lambeth Draft Unitary Development Plan (1992) will apply:

A. General Considerations

1. Regard will be paid to the general characteristics of the locality—existing advertisements in the locality will be disregarded in assessing its general characteristics.
2. Advertisements should respect the scale of the buildings or sites in which they are displayed, together with the surroundings.
3. Displays at high levels will normally be resisted, particularly where they affect long range visibility.
4. Advertisements will be considered in respect of public safety.
5. The painting of walls as advertising space will not be allowed rather, the use of free standing boards will be encouraged where possible.

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.

FIFTH SCHEDULE, *contd.*APPENDIX 17, *contd.**D. Declared Buildings and Structures*

1. Special consideration will be given to advertisements on or adjoining buildings of architectural or historic interest.
2. Internally illuminated box signs will normally be resisted.

E. Conservation Areas

1. Advertisements will be expected to preserve or enhance the character of Conservation Areas.
2. Signs should normally be located at *fascia* level and should not damage original mouldings or brackets. Size, design and method of illumination will be carefully controlled.

F. Illumination

1. Illuminated advertisements will be considered in respect of amenity and public safety.
 - (i) Public Safety.

Regard will be given to possible danger to users and operators of road transport particularly where:—

- (a) The means of illumination is directly visible from the transport system;
- (b) The colour of the signs may cause confusion with traffic signals or other means of direction;
- (c) Brightness could result in glare, dazzle or distraction.

- (ii) Amenity

- (a) the illumination of advertisements at high levels with long range visibility, will not normally be permitted;
- (b) Flashing or intermittent signs will not normally be permitted.

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.

FIFTH SCHEDULE, *contd.*APPENDIX 17, *contd.**H. Hoardings and Poster Boards*

Advertisement hoardings either free-standing or attached to buildings are generally considered to be unacceptable as permanent features of the street scene, as they detract from the townscape. They will normally be resisted unless they can be advantageously used to screen unsightly building sites on a temporary basis pending development.

I. Blinds and Awnings

1. In conservation areas, permission will only be granted for retractable blinds which have no adverse impact on the street scene.
2. On listed buildings, blinds will only be permitted where they do not adversely affect the architectural or historic interest of the building.
3. Blinds above the first floor sill level will only be permitted in exceptional circumstances.
4. Where blinds are unsuitably designed, mounted or located, the local planning authority will take appropriate action to remove them.
5. Very bright fluorescent, glossy or metallic finish blinds will not be permitted on listed buildings and in conservation areas.

Source:—Lambeth Environmental Services, 1992. Draft Unitary Development Plan, Courtney House, London.

APPENDIX 18

Guidelines for the Garage/Auto Mechanic Facilities

Consideration will be given to applications for garages at certain premises. Applications on plots zoned for other uses along main arteries may be considered on their merits where the operations will not, in the opinion of the Authority, conflict with residential amenities and traffic flows. Repairs to vehicles are not to be carried on outside of any building and the disabled or derelict vehicles are not to be left standing in yard space or on adjacent roads or sidewalks. Where such activities might be detrimental to neighbourhood character attractive visual barriers along lot lines are to be encouraged. Building heights and ground coverage will be determined by the Authority.

Light Industries, that is, industries in which the process carried on is not detrimental to the amenity of an area by reason of noise, fumes, smell or traffic generation may be

FIFTH SCHEDULE, *contd.*APPENDIX 18, *contd.*

considered elsewhere than on land specifically zoned for the purpose. When such permission is given conditions shall be imposed in order to:

- (i) Restrict the type of machinery to be used;
- (ii) Restrict the hours of operation;
- (iii) Prohibit the sale of goods outside of the building;
- (iv) Protect the character of the area.

Residences will be permitted in commercial, institutional and Government zones where appropriate means have been employed in the design to avoid conflicts between uses on site.

APPENDIX 19

AGRICULTURAL LAND USE CLASSIFICATION SYSTEM

For agricultural purposes land is classified into the following categories related to agricultural use.

Class I

This is land which is level with deep fertile soil and no factors limiting its use for agriculture.

Class II

Land which is suitable for cultivation with moderate limitations such as slope, inter-fill soils or poor drainage.

Class III

Land suitable for cultivation with strong limitations by one or more of the following factors:

- Steepness or slope
- Infertile soils
- Poor drainage

Class IV

Land that is of marginal use for cultivation due to one or more of the factors listed above.

FIFTH SCHEDULE, *contd.*APPENDIX 19, *contd.**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 relevant Ministry.

APPENDIX 20

MINIMUM LOT SIZES FOR SINGLE FAMILY RESIDENTIAL
DEVELOPMENT

The minimum lot areas for detach, duplex or semi-detach dwelling with ground level access shall be subjected to satisfactory arrangements for the disposal of sewage and general amenities be as follows:

(a) Detach House

(i) Regional Centres

Minimum of 325.15 m² 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 4645 m² for internal lots

—Minimum of 557.4 m² 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.

FIFTH SCHEDULE, *contd.*APPENDIX 20, *contd.*

- (c) The minimum size of lots may be reduced for housing schemes where the layout indicates that this can be done and the required amenities and utility services are available to satisfactorily support the level of development proposed.
- (d) The minimum lot width for detach housing in all areas should be minimum of 12.19m and 10.7 m for each half of a semi-detach house.
- (e) Generally the ratio of lot width to length should not exceed 2 to 5, that is, the width of the lot should not be less than 40% of the length.

Minimum Lot Sizes for Town House and Apartment Development

In most areas where this type of development is allowed the minimum lot size is 0.2 hectares ($\frac{1}{2}$ acre) depending on the physical character of the area.

APPENDIX 21

GENERAL CONSIDERATIONS FOR THE SETBACK
OF SELECTED BUILDINGS

The following guidelines are suggested for the minimum setback of selected buildings from property boundaries or existing building unless otherwise indicated in the Order.

(a) Residential Development

(i) Single Family detached and duplex houses.

—side yard where provided should not be less than 1.2m per floor for single and multi-storey buildings.

—Rear yards should not be less than $\frac{1}{3}$ the height of the building or 3m whichever is greater.

—Front yard should be a minimum of 6m.

(ii) Multifamily Development (Apartments and Town Houses) under normal circumstances the setback for apartments is as follows:

—side yards should be 1.5m per floor from property boundary up to 4cm.

—A minimum of 4.5m from the rear or $\frac{2}{3}$ 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

FIFTH SCHEDULE, *contd.*APPENDIX 21, *contd.*

than 21.0m from the road centre line. For the other guidelines please see appendix 10 and figure 1.

- (c) Commercial and office developments—In addition to the guidelines provided below for commercial and office development refer to policies GD 44 to GD 50 and figure 1 in this order.
- (d) Institutional—there are several institutional buildings such as churches, schools etc. Existing in the Flemming 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 10 and figure 1 for guidelines for other uses.

APPENDIX 22

HILL SIDE DEVELOPMENT GUIDELINES

Residential Densities and Lot Sizes

(1) In calculating densities only areas that are developable will be included. Scarp slopes, steep sided gullies, unstable hillsides, cliff faces, steep slopes exceeding 30 degrees will not be considered.

(2) In general, the developable area on a hill side site shall be contiguous (boundaries are in contact and not scattered throughout the site). If the site is to be used for multi-family the size of the lot should be a minimum of 0.8 hectares (2 acres).

(3) Areas that are within the developable zone, but falls outside the contiguous developable area shall be included as part of the total developable area only if that

FIFTH SCHEDULE, *contd.*APPENDIX 22, *contd.*

portion of the site is accessible and of a minimum size of 0.2 hectares (0.5 acre) for single family development and 0.8 hectares (2 acres) for multi-family development.

(4) Where the hillside is to be used for development and straddles all slope gradient categories, the average slope shall be used to determine residential zoning density.

(5) In order to determine zoning density, the slope category within the developable portion of the land will be used as the guideline for residential densities. Tables 8.1 through to 8.3, of the hillside development manual for Jamaica prepared and published by the Mines and Geology Division provides recommended guidelines in this regard and should be consulted.

(6) Slopes in excess of 30 degrees or unstable or active slopes on which development is proposed shall not be considered or used for residential purposes.

(7) Ecological formations which are normally problematic for construction e.g. shales, colluvial soils and some non-limestone rock slopes shall be included from class 3 slopes (steeply sloping). These may be reviewed on a case by case basis.

(8) Subdivision roads with circular/rectangular cul-de-sacs shall have minimum lot frontages of 8 metres for class 1, slope, 10 metres for class 2 slope and 14 metres for class 3 slopes provided that the back boundary is at least 3.5 times the length of the frontage (see fig 8.2 in the Hillside Development Manual for Jamaica).

Slope Steepness

(1) Development will be permitted on slopes up to 30 degrees (58% slope) and may be allowed in areas above under extraordinary circumstances subject to special conditions e.g. non-residential type development such as cellular towers.

(2) Areas with the potential for landslides, erosion and debris flood with slope gradient in excess of 26 degrees (50% or 1:2 slope) should have extraordinary provisions that would allow developments to proceed with minimal disturbance.

(3) Where vehicular access to a hillside property becomes problematic due to steep slope or deep, vertical cuts (75m) from main access road, developments may not be permitted if access cannot be provided or it is clearly demonstrated that this can occur without great difficulty.

Development on Colluvium Slopes

(1) Colluvial slopes should be avoided for large scale development as they are highly unstable and prone to landslide and erosion and approval will only be given where it is proven that such development can proceed without having any negative impacts.

FIFTH SCHEDULE, *contd.*APPENDIX 22, *contd.*

(2) Deep foundation should be used for building structures on colluvial soils, unless it can otherwise be demonstrated that an alternative suitable foundation design is acceptable to the authority.

(3) Excavated soils on these slopes should not be used as fill for load bearing purposes, but be used only for landscaping or other non-load bearing purposes.

Development in Limestone Karst

(1) Where sink holes and depressions are being used for storm water discharge they should be prevented from blockage using trash rack or other devices where possible.

(2) During site preparation for development sinkholes, depression or cavities should not be covered or buried but left open. A professional assessment should be made of these cavities.

(3) No development shall take place above, or in close proximity to caves or caverns unless the safety of the development can be ensured.

(4) Where possible runoff from roofs and impervious areas on site should be captured and dispersed to adjacent designated areas (vegetation buffers, sinkholes, depression, soak away *etc.* where it will not negatively affect other activities.

(5) Detention areas such as catch basins, soak away pits or other flood control devices to reduce peak flow, shall be constructed on hillside areas to reduce storm water run-off which, where possible, can be conveyed to landscaped on-site or off-site areas.

Visual Impact

(1) Developments should not be designed to dominate the hillside but to blend with the natural features and achieve harmony between natural and built environment, such as vegetation, wildlife habitat *etc.*

(2) Natural features should be conserved and buildings sited so as to allow screening to minimize intrusiveness of the development.

(3) Buildings should be designed to conform to the natural topography and characters of the site in order to reduce bulk and mass.

(4) Architectural styles that are viewed as massive and bulky should be avoided and the stepping of foundations and roofs with the natural slope will be encouraged.

Note: The above information is extracted from the Hillside Development Manual for Jamaica prepared by the Mines and Geology Division, Hope Gardens, Kingston 6 and which should be consulted for more detailed information

FIFTH SCHEDULE, *contd.*APPENDIX 22, *contd.*

and guidelines relating to hillside development. The Mines and Geology Division should also be consulted in the preparation of any development application relative to this activity.

APPENDIX 23

COMMUNITY PLANNING

As a standard of the requirement for community facilities in neighborhoods of different sizes the following facilities shall be provided:

Development of 200 to 600 dwelling units

- o Shops e.g. grocery, pharmacy *etc.*
- o A primary school including basic school (unless existing in immediate vicinity).
- o Communal areas (including parking, sidewalks, commercial space, park and play areas).

Development of 601 to 1000 dwelling units

- o A primary school, basic school/day care centre.
- o Commercial areas of 10 square metres per family including covered and open areas, parking, petrol station *etc.*
- o Communal areas including parking spaces, access roads, sidewalks, park and play area.

Development of 1001 to 3000 dwelling units

- o Adequate educational facilities for the anticipated school age population.
- o Space for commercial, cultural and social activities at the rate of approximately 10 square metre per family.
- o A small administrative centre *e.g.* government office.
- o Communal areas including parks, playgrounds, parking spaces, sidewalk, *etc.*
- o A church.
- o A sport field.

FIFTH SCHEDULE, *contd.*

APPENDIX 24

*Guidelines and Standards for the Establishment of Liquid Natural Gas (LNG)
Regasification Terminal Facilities*

Regasification of Liquid Natural Gas (LNG) is a system that allows the reconversion of the fuel into gaseous phase, thereby enabling its supply to various consumption points such as houses, towns, factories, large industrial areas and other end users. The LNG is received at the Regasification Terminal where the process takes place and where it is common for these facilities to have storage tanks.

The introduction of industrial scale natural gas for fuelling power plants in Jamaica will therefore require the construction of Natural Gas/ Liquefied Natural Gas specific handling; storage and distribution infrastructure in the island. An LNG satellite plant is one of the most common components used to facilitate the use of Natural Gas by new consumers. The development must guarantee the stability, safety and permanence in the supply of natural gas. In addition, the development of the natural gas sector must be designed and operated to comply with Jamaica's environmental policies, legislations, regulations and standards. It will be necessary to develop a regulatory framework in order to meet the minimum environmental health, safety and quality standards to receive, store and supply fuel.

1. *Guidelines*

- (i) The natural gas flows from the plant to the consumers in the gaseous phase by pipelines. The routing of such pipeline must be clearly identified by the installation of signs on the ground. Concrete or metallic posts with an identification plate must be installed in compliance with the following requirements:
 - Each post must be distinctively visible from their immediate neighbour.
 - The maximum distance between each post must be 200 meters.
- (ii) The depth of the trench where the gas pipeline is to be buried must be more than 0.8 metres from the top of the soil to the upper side of the pipe. When the pipeline crosses any other underground infrastructure, the depth must be increased to at least 1.4 meters. In case of rocky terrain these figures could be reduced in 10cm to decrease the cost of excavation.
- (iii) The pipe must be laid on a sand bed and covered also with sand to avoid damages in the burial process. The rest of the trench may be back filled with the excavated material if this is soft and without sharp edges instead of sand.

FIFTH SCHEDULE, *contd.*APPENDIX 24, *contd.*

- (iv) The routing must maintain regulated distances from other infrastructure and services, which exists in the area. These include for example electrical cables, fiber optic cables, telephone lines, water conduits and drainage networks. The minimum distance from the routing must be 0.4 metres except for electrical cables which must be maintained at a distance of 1 meter. If it is not possible to maintain this distance, mechanical protection elements must be installed between them.
- (v) When the gas pipeline is in proximity to an overhead power line with metallic towers, the distance to the towers must be at least 5 meters. In addition, a detailed dedicated report assessing the influence between both installations must be prepared.

The Site

- (i) The LNG Company must own the property or have an agreement in place for using the plot of land for this purpose for the minimum period of 20 years.
- (ii) The land on which the LNG satellite plant or Regasification Terminal is to be constructed must be flat, with a minimum gradient to avoid the formation of puddles from rain. The design of slopes and trenches is to be carried out to take this into account.
- (iii) A control center, warehouse and other auxiliary buildings are necessary in the construction and operation of a Storage and Regasification Terminal and the erection of these must conform with the Planning and Building Laws of Jamaica.
- (iv) Provisions must be made for the effective management of waste generated during the operations and maintenance of the facility. It will be necessary for the segregation of different types of waste such as waste oils and oily rags used during maintenance.
- (v) Aesthetic impacts must be assessed with considerations given to the efficient use of land and the aesthetic impact on the surroundings being taken into account.
- (vi) All LNG storage tanks must be equipped with some form of secondary containment with the height and thickness necessary to ensure that all leaks or spills are effectively contained. This may take the form of impoundment or bounded areas which must be separated from the tank by at least 1.5 meters to permit access of a

FIFTH SCHEDULE, *contd.*APPENDIX 24, *contd.*

person. The impounding area of every tank must be constructed with a volume that is equal to that of the tank. The distance between two walls must be at least 4 meters to allow vehicular traffic.

- (vii) The plant must be located in an isolated area . Safe distances from other facilities and setback limits must be taken into account in the design of the facility to avoid transmitting accidental fires to other equipment. It will also be necessary to maintain distances between equipment and property lines to respect the requirements of restricted covenants imposed on the land and adjacent to the lands.

2. Standards

These are intended to ensure that the plant is functionally and aesthetically compatible with adjacent users.

Access

- (i) Site access must be exclusive for the installation from the nearest road and must be designed for tanker trucks with a length in excess of 15 meters.
- (ii) Site access must permit the movement and circulation of two trucks simultaneously and space must be available for manoeuvring and positioning the trucks to connect to the tanks.
- (iii) A metal fence or building walls must be installed around the plant to restrict the access of non-authorized persons. Access should only be through a secured gate entrance with permission being required from a control centre to open the gate and all entrances and exits being recorded.

Parking

- (i) A parking area for other vehicles must be constructed in an area that does not disturb the operations of the cistern trucks, and, be made available for staff and visitors and be in accordance with the standards set out in this Order.
- (ii) The parking area must not disturb pedestrian and vehicular traffic entering and exiting the plant.

Setbacks

- (i) The minimum safety distances from tanks to property lines will be 0.7 times the container diameter, but not less than 30 meters.

FIFTH SCHEDULE, *contd.*

APPENDIX 24, *contd.*

- (ii) No overhead or underground facility or public service infrastructure must cross the LNG Plant.

Installation

- (i) The lighting system must be adequate to ensure safety when operations are being done in the plant. This should be maintained at a minimum of 20 lux, in general and 200 lux in the discharge area.
- (ii) A water supply for fire protection system must be provided, except where there is a justification for it being unnecessary or impossible to be installed. Such justification will have to be approved by the Local Authority.
- (iii) For LNG storage capacity greater than 450 m³, a water system may be installed to water the high part of the tanks to avoid fire. If the plant does not have access to a regular water supply it must be equipped with a water reservoir that can deliver 2 hours of water supply at a sufficient rate of 3 litre/min/m² in case of fire.
- (iv) An odourisation system must be installed to odorize the natural gas before it leaves the plant.
- (v) The plant must be equipped with extinguishers in the tank zone and in the vaporizer zone and this should be done in association with the Fire Department.

Landscaping

- (i) Landscape proposals prepared by a Landscape Architect showing a scheme of hard and soft landscaping should be submitted along with the application for the proposed development.
- (ii) The design must include a landscaped open area, 3 meters wide along the property boundary.
- (iii) Landscaping including trees or shrub planting and suitable screening surrounding the plant may be required to integrate the facility into the local environment.

Drainage

- (i) Rain Water in the impoundment areas must be extracted by pumps or holes in the wall which must be closed immediately after the water is removed.

FIFTH SCHEDULE, *contd.*APPENDIX 24, *contd.*

- (ii) Hazardous waste must be confined and managed in compliance with the facility's approved Risk Prevention Plan and the storage areas must not be directly or indirectly connected to the public drainage systems.
- (iii) Waste water from the washing of equipment and sewage disposal, must meet NEPA's and the health authorities guidelines and standards for sewage and effluent discharge.

3. *Site Planning Considerations*

- (i) The site plan must make provision for horizontal and vertical tank installations. The applicant must access and justify the impact on the landscaping for the chosen tank configuration.
- (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.*

FIGURE 1

DENSITY, HEIGHT AND LOT COVERAGE FOR MAJOR LAND USES

	Max. Permissible FAR	Maximum Plot coverage (% of net area)	Max. Permissible Height	Min. Green Spaces
RESIDENTIAL (Maximum Habitable Rooms per Hectare)				
Single Family Residential	1: 0.50	50	To be determined by Planning Authority	45
Slope > 30% 3-50 habitable rooms 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
	Max. Permissible FAR	Maximum Plot coverage (% of net area)	Max. Permissible Height	Min. Green Spaces
COMMERCIAL, OFFICES, INDUSTRIAL, WAREHOUSE AND INSTITUTIONAL				
General Commercial in Business Centres	1: 3	100	4	20
Office in Business Centres	1: 3	100	10*	20
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 Residential & Office Residential & Commercial	60:40 or as indicated in the policy guidelines for the area	50	Based on the height of residential policy and ratio indicated in the guidelines for the area	35
Industrial Use & Warehouse	1: 0.50	33 1/3	2	33 1/3
Industrial Use & Warehouse in Business Centre	1:1	50	4	
Institutional	1: 0.66	33 1/3	3	50
*Building height subject to the comments of the Jamaica Civil Aviation Authority (JCAA).				
*Building height subject to the comments of the Jamaica Civil Aviation Authority (JCAA).				
** Where residential or resort development is contemplated the Planning Authority may vary the standards				

FIFTH SCHEDULE, *contd.*FIGURE 1, *contd.*

NOTE:

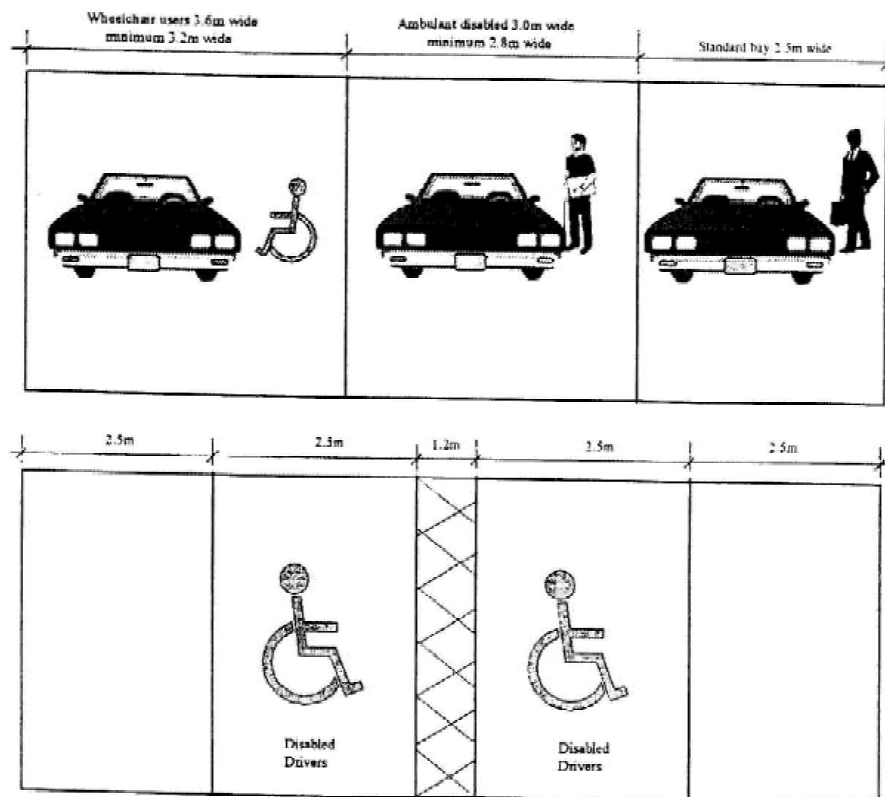
1. Floor area ratio and height of a building will be used to control the quantity of floor space proposed by a development. This is necessary to avoid the over development of a site which could result in excessive strain on the infrastructure in an area.
2. It is not necessary that all the developments should meet the proposed floor area ratio level indicated as this is a maximum and not a minimum.
3. Where a residential and a non-residential use occupy different sections of a site, the floor area ratio and residential density will be calculated in relation to the portion of the site occupied by each.
4. Where both uses are combined in the same building the residential density will be calculated after subtraction of the area needed to accommodate the non-residential development at the normal maximum plot ratio or *vice versa*.
5. The maximum plot coverage for commercial and office buildings located within the Downtown area may be varied by the Planning Authorities.

FIFTH SCHEDULE, *contd.*

FIGURE 2

PARKING FOR DISABLED

To allow for assisted wheelchair users the preferred width of special spaces allocated for disabled drivers is 3.60m, minimum 3.20m. To allow for ambulant disabled people the preferred width of parking spaces is 3.00m, minimum 2.80m. While manoeuvring space may be tight, a width of 3.00m will in practice, cater for independent wheelchair users.

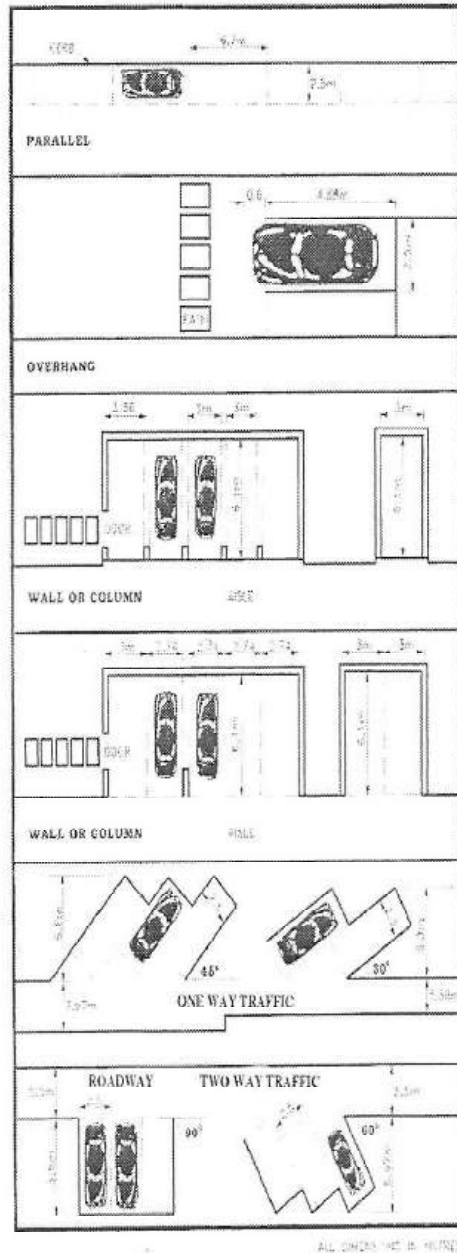


Where adjacent spaces are reserved for disabled drivers, an access area 1.20m wide may be marked on the ground to indicate that cars should be parked to either side. This will allow for access on one side to the driver's door of a car, and on other to the passenger's door. Car parking spaces for use by disabled people should be suitably signposted. To deter non-disabled drivers from using the spaces, the international symbol may be painted on the ground, with the legend "Disabled Driver".

FIFTH SCHEDULE, *contd.*

FIGURE 3

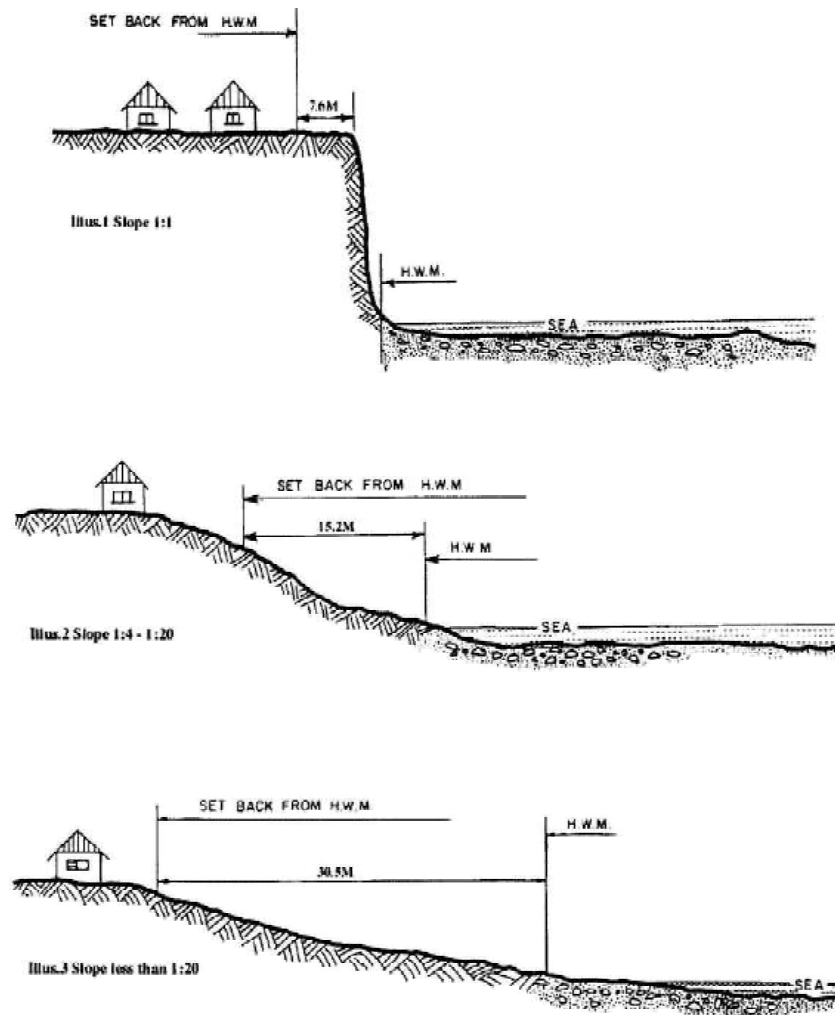
PARKING LAYOUT



FIFTH SCHEDULE, *contd.*

FIGURE 4

SETBACKS FROM HIGH WATERMARK



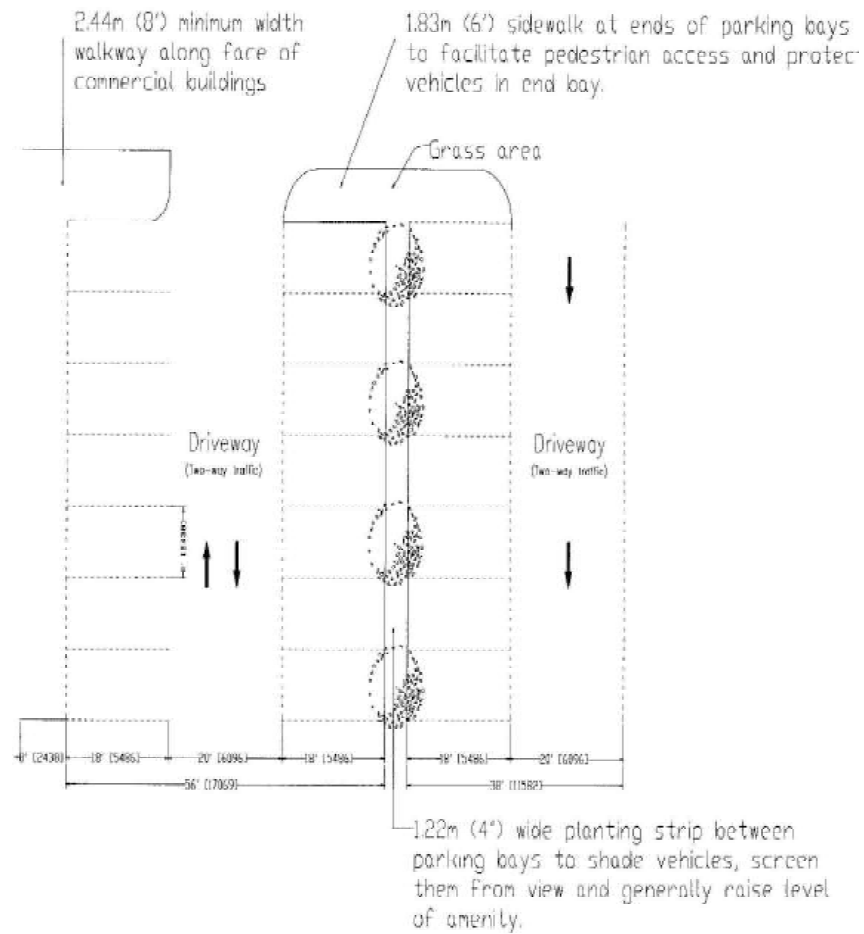
NOTE: SETBACKS ARE SUBJECT TO NATURE OF SUBSTRATA, OCEANOGRAPHIC CONDITIONS, PLANS FOR SEASIDE PARKS ETC.

FIFTH SCHEDULE, *contd.*

FIGURE 5

PARKING STANDARDS

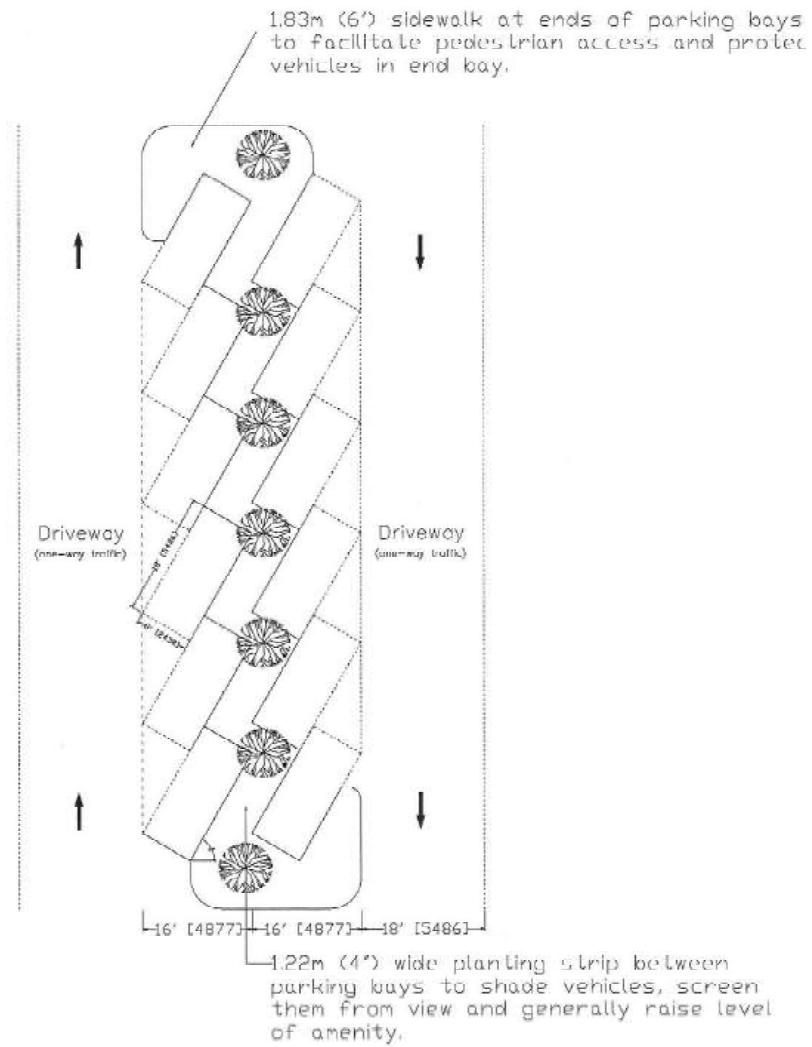
90 degrees—Angled parking design Showing Landscaping



FIFTH SCHEDULE, *contd.*

PARKING STANDARDS

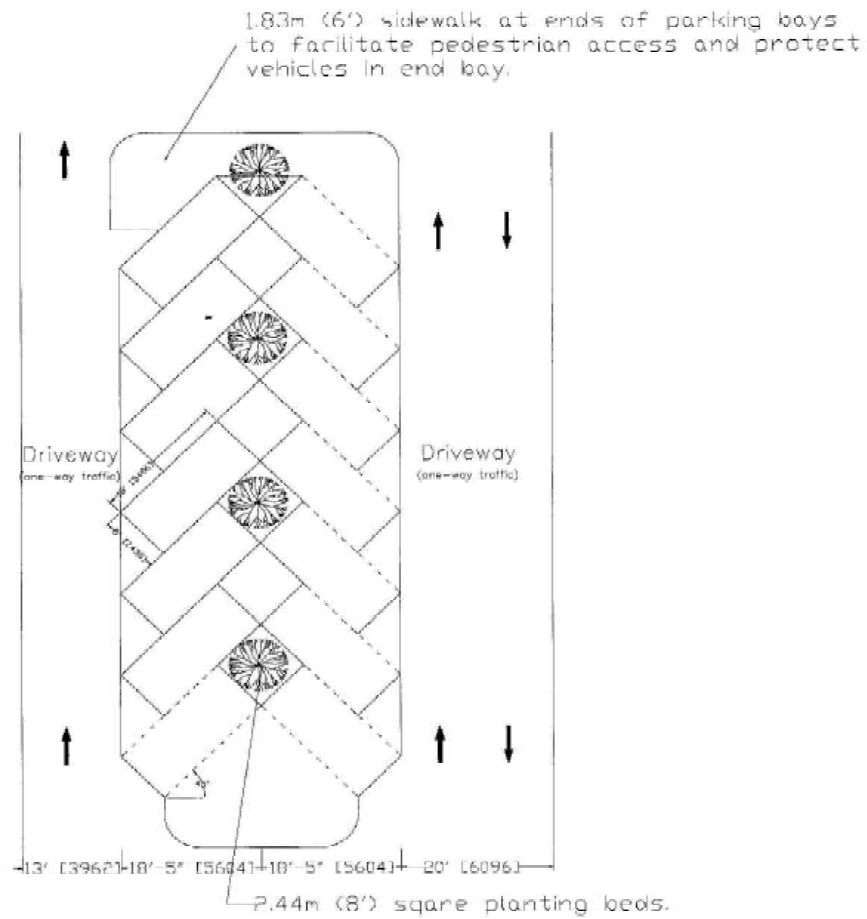
60 degrees—Angled parking design (double bay) Showing Landscaping



FIFTH SCHEDULE, *contd.*

PARKING STANDARDS

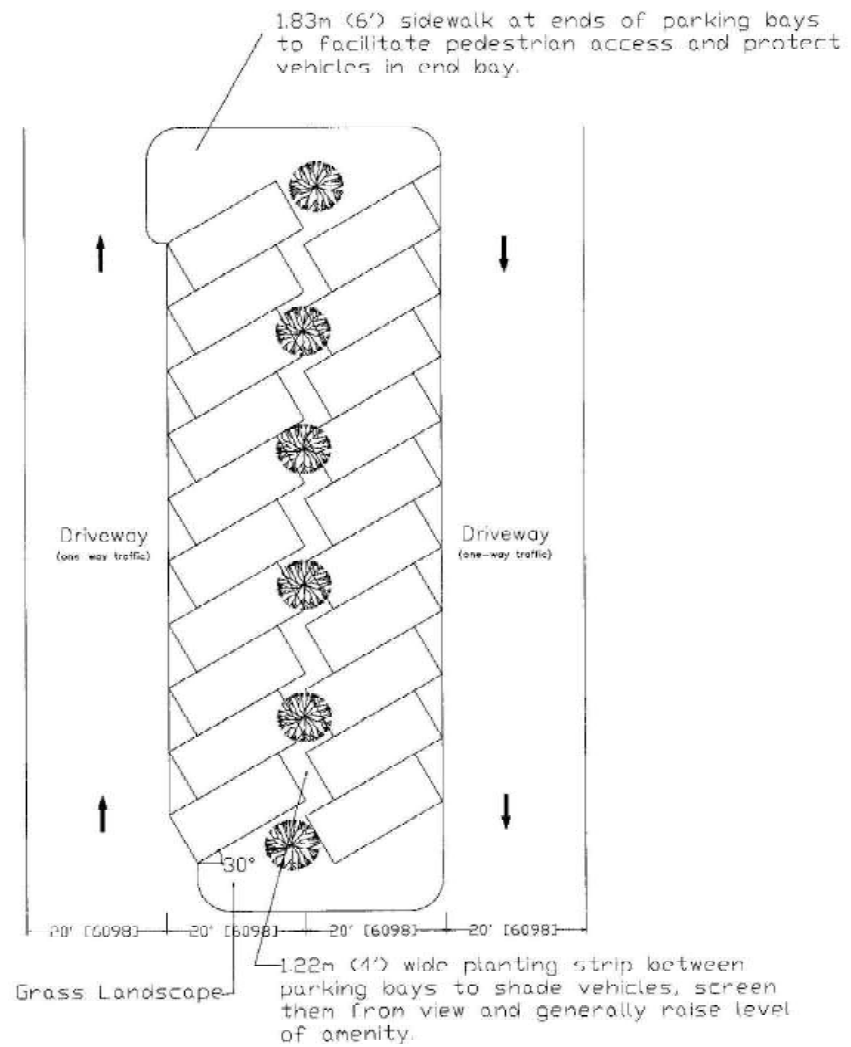
45 degrees—Angled parking design (double bay) Showing Landscaping



FIFTH SCHEDULE, *contd.*

PARKING STANDARDS

30 degrees – Angled parking design (double bay) Showing Landscaping



FIFTH SCHEDULE, *contd.*

LIST OF MAPS

• Manchester Parish Development Order Area	Map 1
• Manchester Density Map	Map 2
• Manchester Road Re-Alignment & Waterways	Map 3
• Mandeville Local Planning Area	Inset 1
– Mandeville Core	
Inset 1.1	
• Christiana Local Planning Area	Inset 2
– Christiana Core	
Inset 2.1	
• Porus Local Planning Area	Inset 3
– Porus Core	
Inset 3.1	
• Newport Local Planning Area	Inset 4
• Mile Gully Local Planning Area	Inset 5
• Williamsfield Local Planning Area	Inset 6
– Williamsfield Core	
Inset 6.1	
• Cross Keys Local Planning Area	Inset 7
• Pratville/Asia Local Planning Area	Inset 8
• Alligator Pond Local Planning Area	Inset 9

LIST OF ABBREVIATIONS

AP	Alligator Pond Local Planning Area
C	Conservation of the Natural and Built Environment
CA	Control of Advertisements
CD	Coastal Development Policies
CK	Cross Keys Local Planning Area
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
MA	Mandeville Local Planning Area
MG	Mile Gully Local Planning Area
NP	Newport Local Planning Area
NCU	Northern Caribbean University
Obj.	Objectives
OWS	Overwater Structure Development
PFS	Petrol Filling Station
PIOJ	Planning Institute of Jamaica
P	Porus Local Planning Area
PA	Pratville/Asia Local Planning Area
RAP	Rural Area Policies
SA	Social Amenities
SP	Sectoral Policies
STATIN	Statistical Institute of Jamaica
SUE	Sub-urban Economy
T	Transportation and Traffic
TELE.	Telecommunication
TO	Tourism
UC	Undeveloped Coast
UE	Urban Economy
WS	Water Supply
WTD	Waste Treatment and Disposal
WtE	Waste to Energy
W	Williamsfield Local Planning Area

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:—

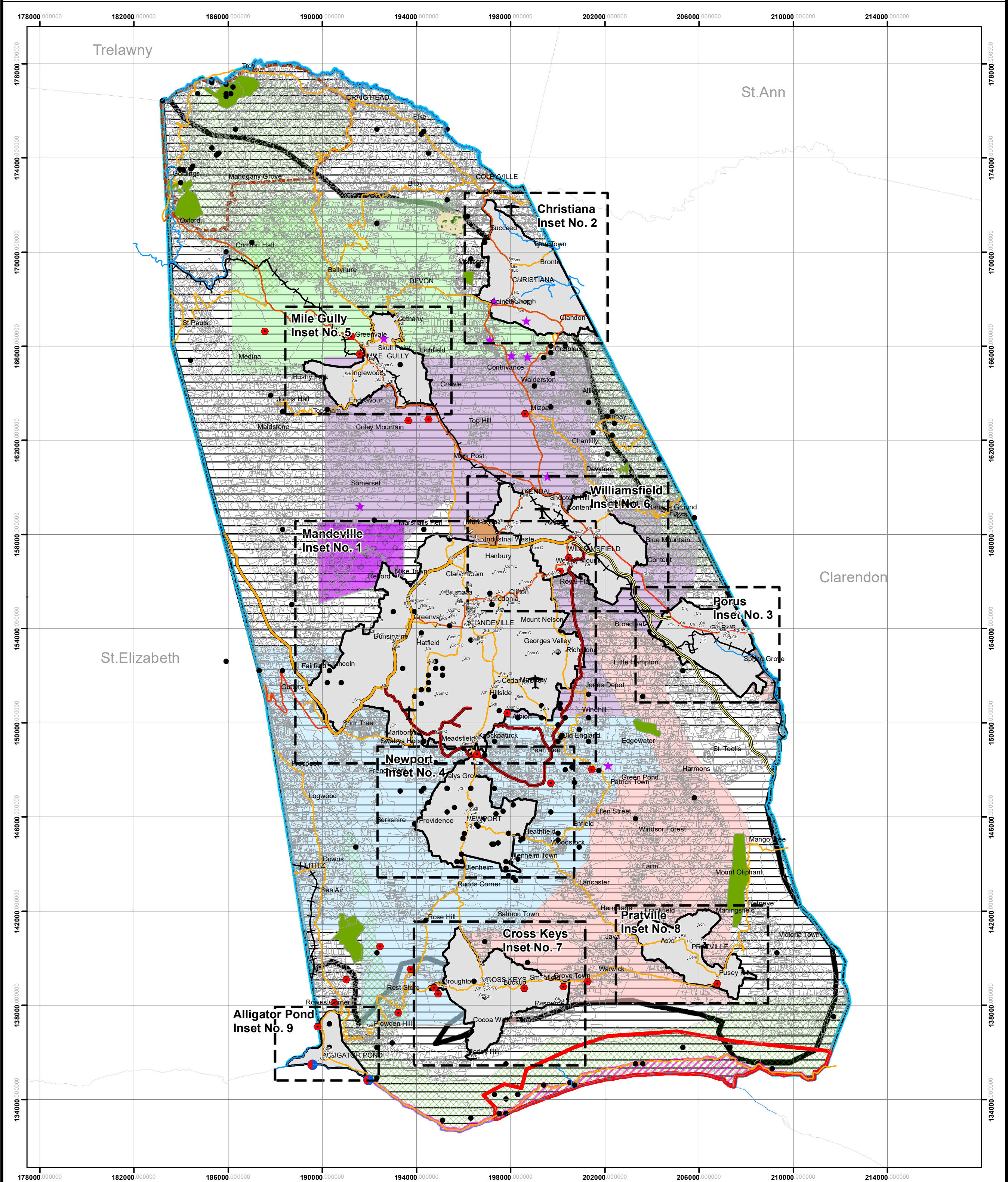
1. Housing Agency of Jamaica
2. Jamaica National Heritage Trust
3. Ministry of Agriculture, Fisheries and Mining
4. Ministry of Tourism; Master Plan for Sustainable Tourism Development
5. Ministry of Labour and Social Security
6. National Environment and Planning Agency; Development and Investment Manual, Volume 1 Section 1 – Planning and Development – Chapter 2.
7. The Water Resources Authority
8. The National Land Agency; Topographic Base Maps and Land Parcels
9. National Solid Waste Management Authority
10. Office of the Prime Minister; Development Planning Unit
11. The Municipal Corporation (formerly Parish Council); Manchester
12. The Planning Institute of Jamaica; Economic and Social Survey of Jamaica and various publications.
13. The National Works Agency
14. The Statistical Institute of Jamaica (STATIN); Statistical Data (including Enumeration Districts)
15. The Town and Country Planning Authority
16. The Mines and Geology Division
17. The Community Based Organization and other Stakeholders in the Parish of Manchester
18. The Social Development Commission

Dated at 10 Caledonia Avenue, Kingston 5, this 20th day of December, 2024.

CHRISTOPHER WHYMS-STONE,
Deputy Chairman
Town and Country Planning Authority.

MANCHESTER PARISH DEVELOPMENT ORDER

ORDER AREA (MAP 1)



LEGEND

	Road Class A		Historical/Cultural/Archeo... Sites		Game Reserves
	Road Class B		Active Quarry		Battersea Mud Lake
	Road Class C		Fishing and Beach		Quarry Zone
	Proposed Mandeville E-S Bound By-Pass		Airstrip		Bauxite Reserved Area
	Highway 2000 Porus to Williamsfield		Local Planning Area Boundary		Rural Development Area
	Proposed South Coast Highway Improvement Project		Parcel Boundary		
	Railway		Proposed Cockpit Country Protected Area		
	River/Watercourse		Ecologically Sensitive Area		
	Coastline		Conservation		
	Manchester Development Order Area Boundary		Forest Management Area		
	Cave		Forest Reserve		

BAUXITE MINING LEASES

	Alpart SML 167
	Jamaico SML 130
	Jamaico SML 169
	Windalco SML 161

INDEX TO POLICIES

SECTORAL POLICIES

Transportation and Traffic	SP T1 - T65
Housing	SP H1 - H26
Conservation of the Natural And Built Environment	SP C1 - C67
Urban Economy	SP UE1 - UE21
Minerals	SP M1 - M20
Tourism	SP T01 - T010
Waste Treatment and Disposal	SP WTD1 - WTD18
Telecommunication	SP TELE1 - TELE20
Energy Generation and Conservation	SP E1 - E18
Water Supply	SP WS1 - WS9

General Development

Undeveloped Coast	GD 1 - GD 102
Developed and Partially Developed Coast	UC 1 - UC 21
Coastal Development	DC 1 - DC 5
Rural Area Policies	CD 1 - CD 25
Petrol and Oil Filling Station	RAP 1 - RAP 28
Control Advertisement	PFS 1 - PFS 9
	CA 1 - CA 8

ABBREVIATIONS

Ch	Church
Ct.H	Court House
FS	Fire Station
HC	Health Centre
Lib	Library
PO	Post office
PS	Police Station
Sch	School
TC	Transport Centre

0 1.5 3 6 Kilometres

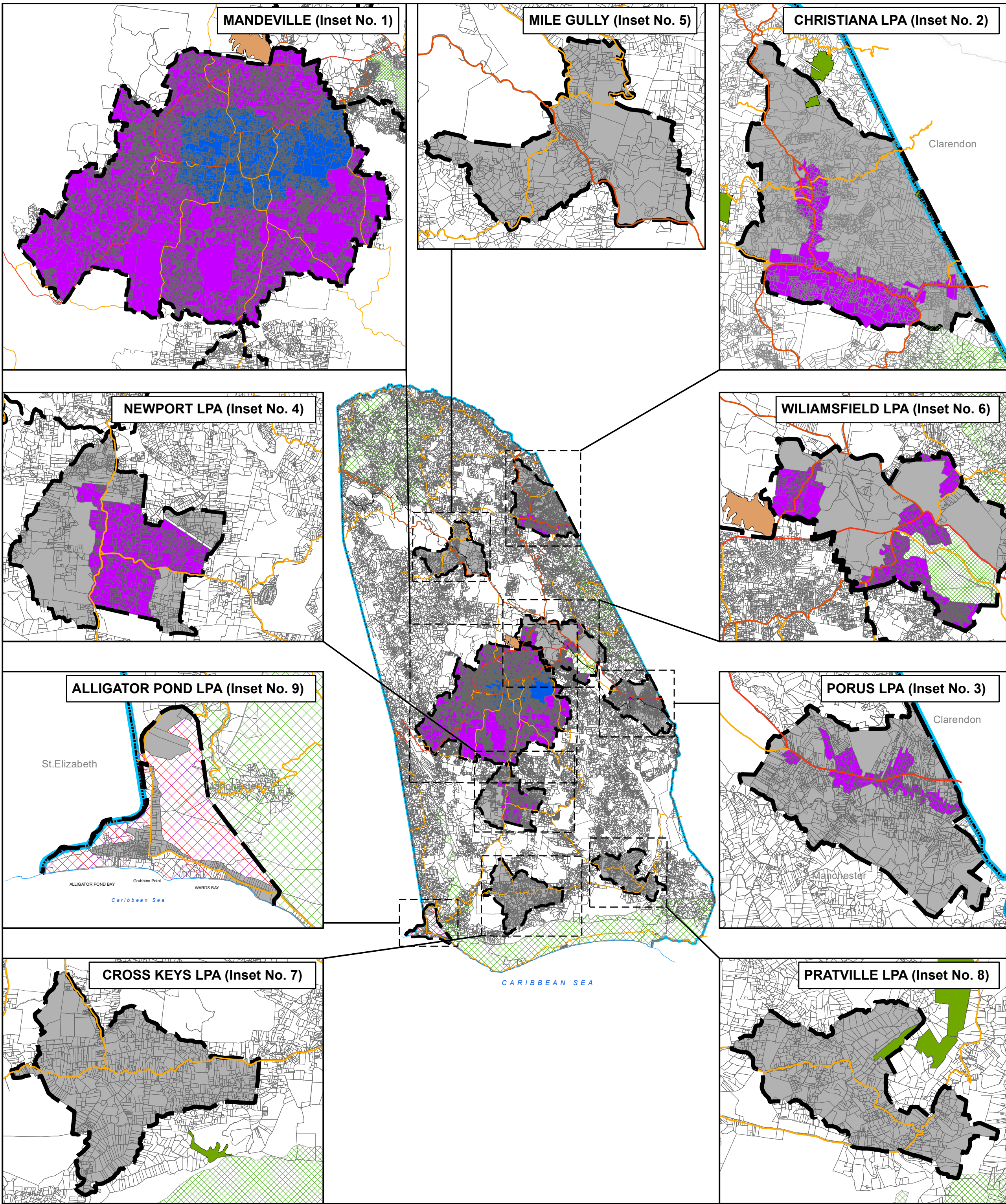
1:120,000

Prepared by: National Environment and Planning Agency
10 & 11 Caledonia Avenue, Kingston 5.
Prepared for: The Town and Country Planning Authority
September 2024



MANCHESTER PARISH DEVELOPMENT ORDER

ORDER AREA DENSITY (Map 2)



LEGEND

- Road Class A
 - Road Class B
 - Road Class C
 - Railway
 - Coastline
 - Manchester Development Order Area Boundary
 - Local Planning Area Boundary
 - Parcel Boundary
 - Conservation
 - Restricted Development
 - Red Mud Lake
- DENSITY**
- 50 Habitable Rooms per Hectare (20 hrpa)
 - 75 Habitable Rooms per Hectare (30 hrpa)
 - 125 Habitable Rooms per Hectare (50 hrpa)
 - 250 Habitable Rooms per Hectare (100 hrpa)

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.

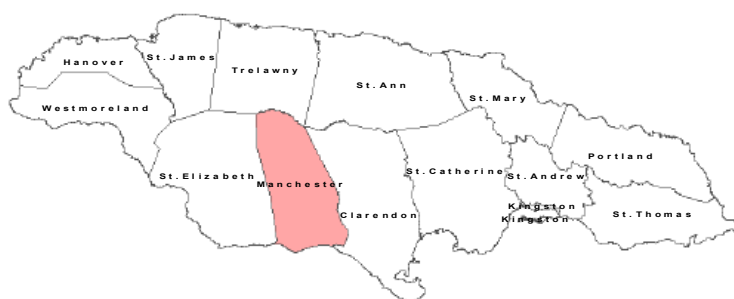
* Hrpa - Habitable Rooms per Acre
Hillside Policy guidelines are applicable in areas of steep slope

0 3.25 6.5 13 Kilometres
1:230,000

Prepared by: National Environment and Planning Agency
10 & 11 Caledonia Avenue, Kingston 5.
Prepared for: The Town and Country Planning Authority
September 2024

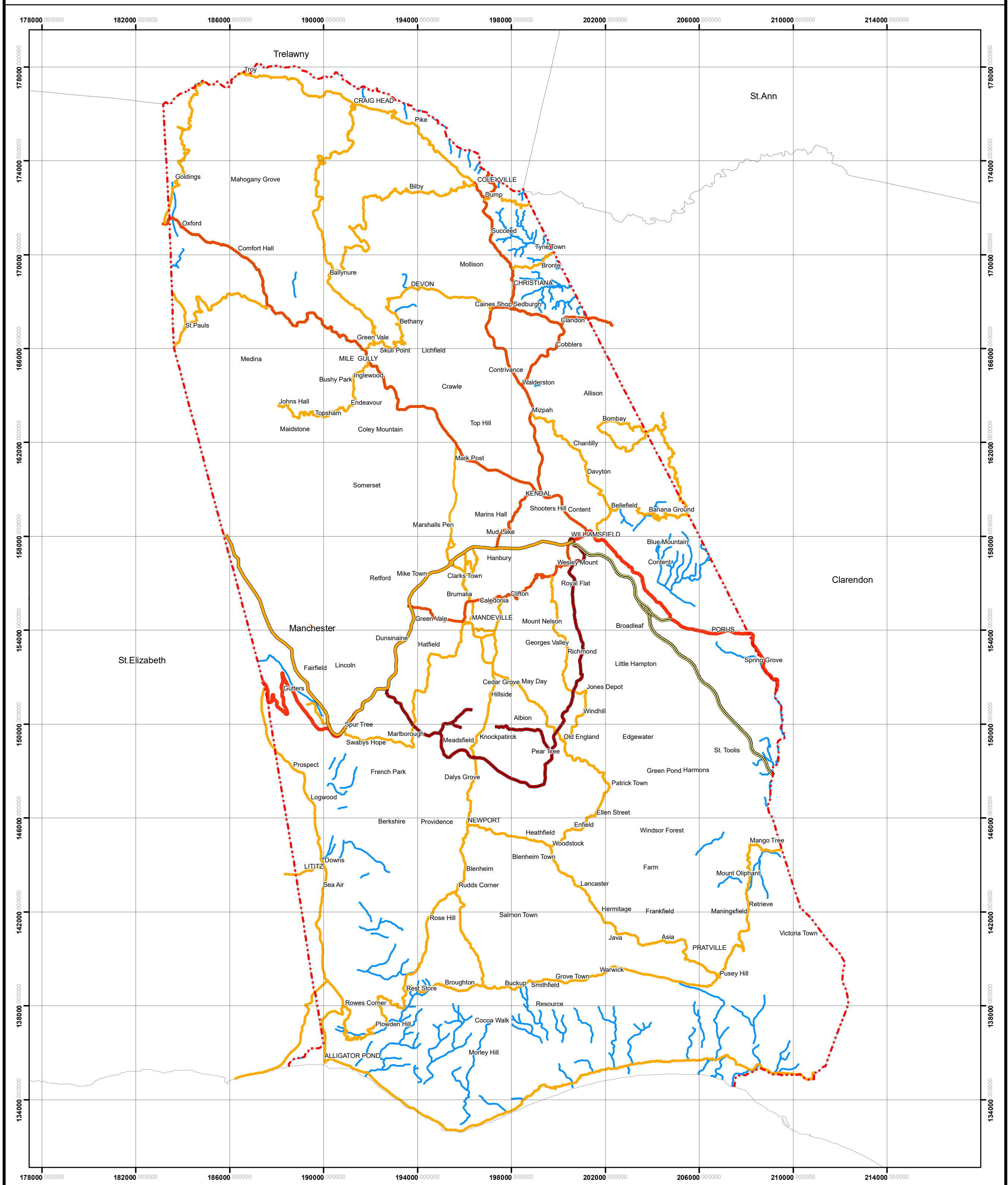


Index To Parishes



MANCHESTER PARISH DEVELOPMENT ORDER

ROAD REALIGNMENTS & WATERWAYS



LEGEND

- Highway 2000 Porus to Williamsfield
- Proposed South Coast
- Highway Improvement Project
- Proposed Mandeville E-S By-Pass
- Road Class A
- Road Class B
- Road Class C
- River/Waterway
- Parish Boundary

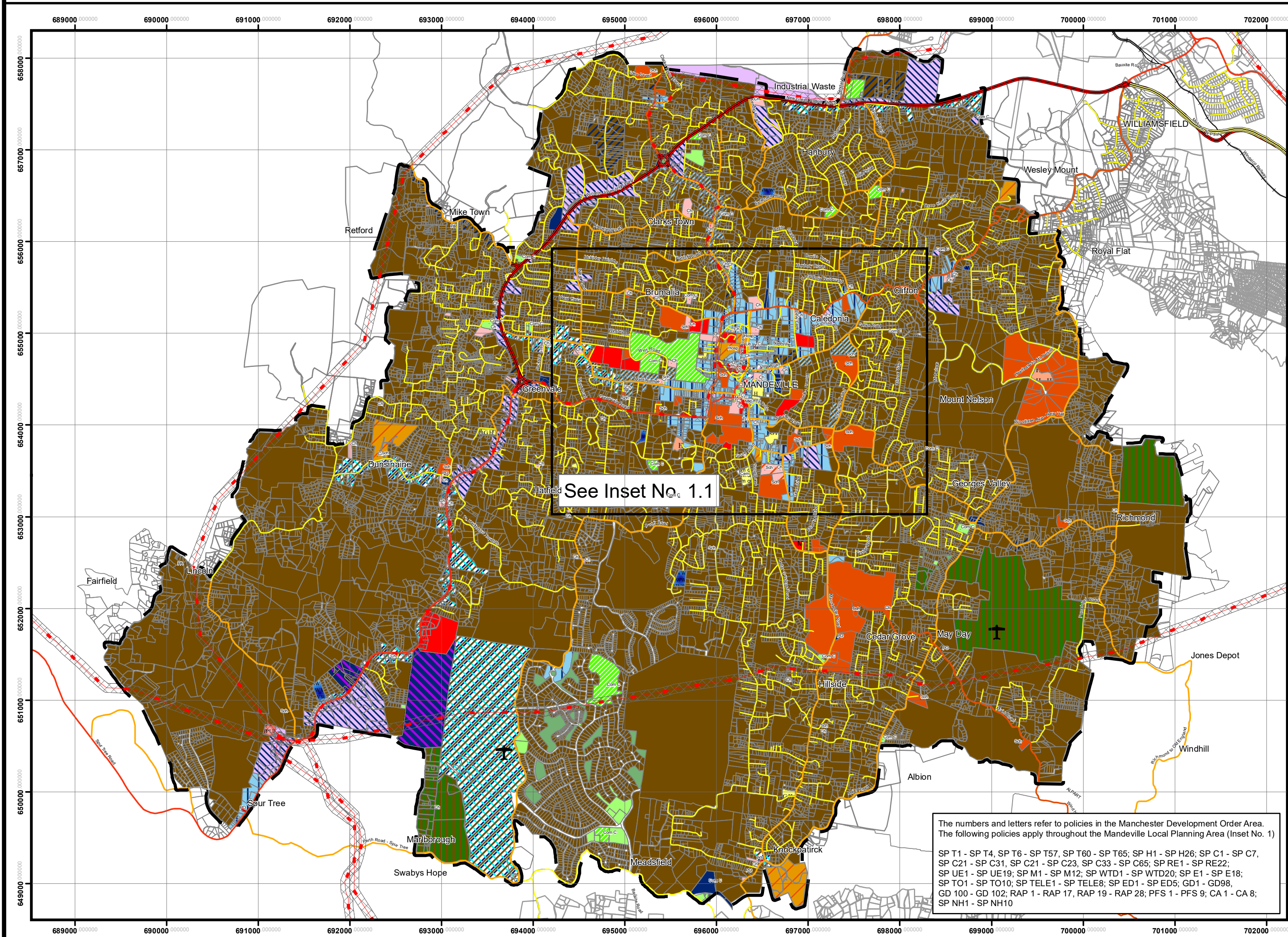
0 1.5 3 6 Kilometres
1:120,000



Prepared by: National Environment and Planning Agency
10 & 11 Caledonia Avenue, Kingston 5.
Prepared for: The Town and Country Planning Authority
September 2024

MANCHESTER PARISH DEVELOPMENT ORDER

MANDEVILLE LOCAL PLANNING AREA LAND USE PROPOSALS (Inset No. 1)



The numbers and letters refer to policies in the Manchester Development Order Area. The following policies apply throughout the Mandeville Local Planning Area (Inset No. 1)

SP T1 - SP T4, SP T6 - SP T57, SP T60 - SP T65; SP H1 - SP H26; SP C1 - SP C7, SP C21 - SP C31, SP C21 - SP C23, SP C33 - SP C65; SP RE1 - SP RE22; SP UE1 - SP UE19; SP M1 - SP M12; SP WTD1 - SP WTD20; SP E1 - SP E18; SP TO1 - SP TO10; SP TELE1 - SP TELE8; SP ED1 - SP ED5; GD1 - GD98, GD 100 - GD 102; RAP 1 - RAP 17, RAP 19 - RAP 28; PFS 1 - PFS 9; CA 1 - CA 8; SP NH1 - SP NH10

LEGEND

- Highway 2000 Porus to Williamsfield
- By-Pass
- Road Class A
- Road Class B
- Road Class C
- Road Other
- JRC & Bauxite Railway
- JPS Transmission Line (High Voltage)
- Airstrip
- Mandeville Local Planning Area Boundary
- JPS Transmission Line Buffer Zone
- 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 |
| PS | Police Station |
| PA | Postal Agency |
| PO | Post Office |
| Sch | School |
| TC | Transportation Centre |

PROPOSALS

- Cemetery/Crematoria
- Commercial
- Commercial/Industrial-Light
- Educational
- Government Purposes & Statutory Undertakings
- Green Space
- Historical Site
- Industrial-Heavy/Commercial
- Industrial-Light
- Institutional
- Land Use Designation to be Determined
- Military
- Mixed Use-Office/Commercial/Industrial-Light
- Mixed Use-Residential/Commercial/Office
- Office
- Office/Commercial
- Open Space
- Parking_Public
- Public Assembly
- Public Assembly/Educational
- Recreational
- Residential
- Residential/Agricultural
- Residential/Commercial
- Residential/Office
- Residential/Resort
- Resort_Guest House
- Resort_Hotel
- Transportation Centre
- Utility_Cell Site
- Utility_Power Plant
- Utility_Waterworks

POLICIES

- MA UE3
- MA UE3
- MA UE4
- MA UE1 - UE2
- MA H1 - H3, MA H7 - H9, MA H21 - H22

Prepared by: National Environment and Planning Agency
10 & 11 Caledonia Avenue, Kingston 5.
Prepared for: The Town and Country Planning Authority.
September 2024



MANCHESTER PARISH DEVELOPMENT ORDER

MANDEVILLE LOCAL PLANNING AREA LAND USE PROPOSALS (Inset No. 1.1)



LEGEND

- Road Class A
- Road Class B
- Road Class C
- Road Other
- JPS Transmission Line (High Voltage)
- Mandeville Local Planning Area Boundary
- JPS Transmission Line Buffer Zone
- 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 |
| PS | Police Station |
| PA | Postal Agency |
| PO | Post Office |
| Sch | School |
| TC | Transportation Centre |



PROPOSALS

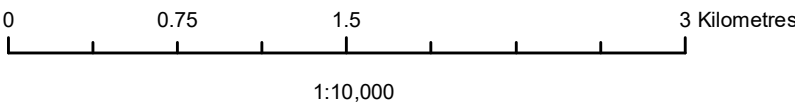
- Cemetery/Crematoria
- Commercial
- Commercial/Industrial-Light
- Educational
- Government Purposes & Statutory Undertakings
- Green Space
- Historical Site
- Industrial-Light
- Institutional
- Land Use Designation to be Determined
- Mixed Use-Office/Commercial/Industrial-Light
- Mixed Use-Residential/Commercial/Office
- Office
- Office/Commercial
- Open Space
- Parking_Public
- Public Assembly
- Public Assembly/Educational
- Recreational
- Residential
- Residential/Commercial
- Residential/Office
- Residential/Resort
- Resort_Guest House
- Resort_Hotel
- Transportation Centre
- Utility_Waterworks

POLICIES

- MA UE3
- MA UE3
- MA UE4
- MA UE1 - UE2
- MA H1 - H3, MA H7 - H9, MA H21 - H22

The numbers and letters refer to policies in the Manchester Development Order Area. The following policies apply throughout the Mandeville Local Planning Area (Inset No. 1.1)

SP T1 - SP T4, SP T6 - SP T57, SP T60 - SP T65; SP H1 - SP H26; SP C1 - SP C7, SP C21 - SP C31, SP C21 - SP C23, SP C33 - SP C65; SP RE1 - SP RE22; SP UE1 - SP UE19; SP M1 - SP M12; SP WTD1 - SP WTD20; SP E1 - SP E18; SP T01 - SP T010; SP TELE1 - SP TELE8; SP ED1 - SP ED5; GD1 - GD98, GD 100 - GD 102; RAP 1 - RAP 17, RAP 19 - RAP 28; PFS 1 - PFS 9; CA 1 - CA 8; SP NH1 - SP NH10

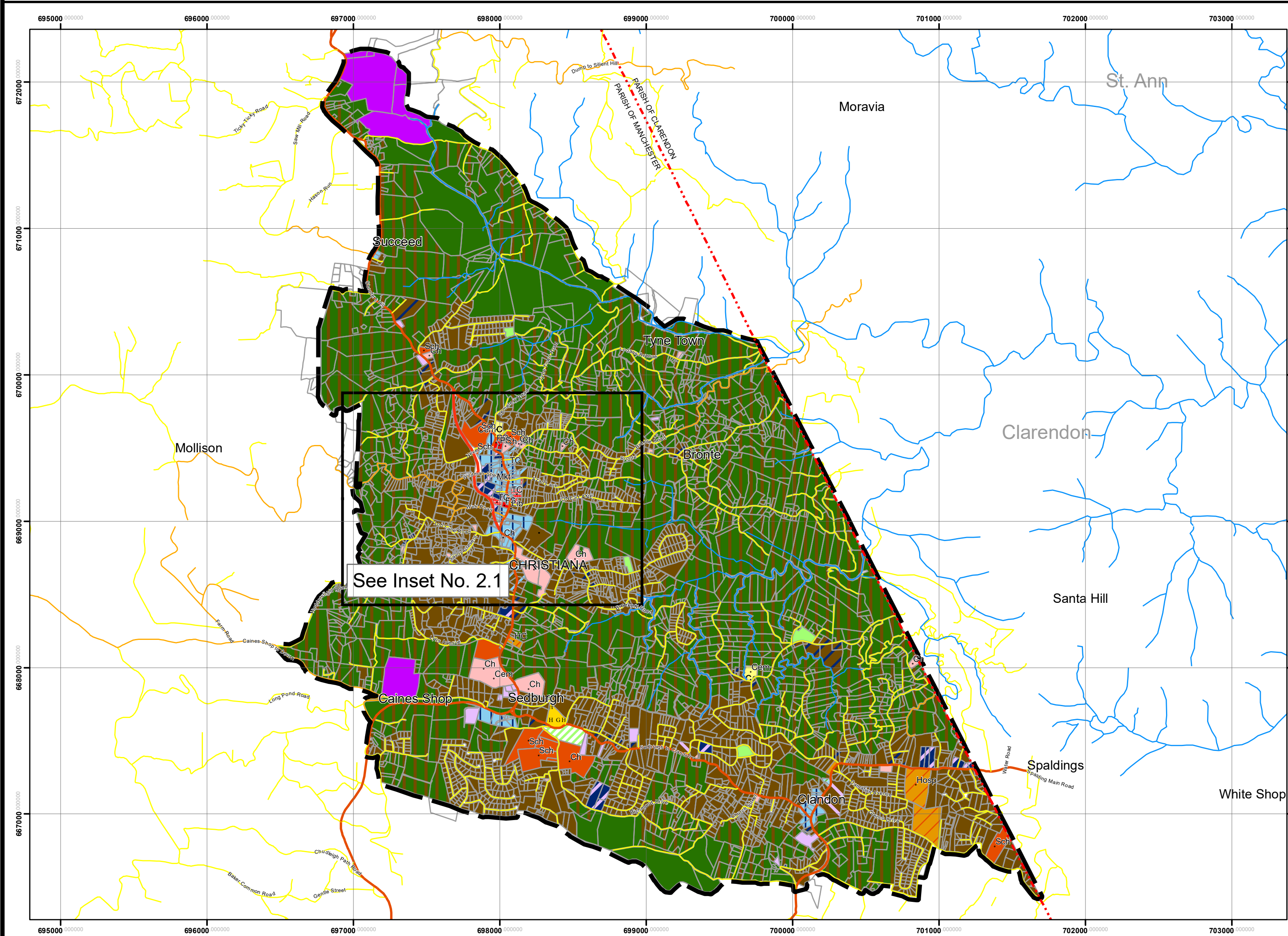


Prepared by: National Environment and Planning Agency
10 & 11 Caledonia Avenue, Kingston 5.
Prepared for: The Town and Country Planning Authority.
September 2024



MANCHESTER PARISH DEVELOPMENT ORDER

CHRISTIANA LOCAL PLANNING AREA LAND USE PROPOSALS (Inset No. 2)



LEGEND

- Road Class A
- Road Class B
- Road Class C
- Road Other
- River/Watercourse
- Parish Boundary

- Christiana Local Planning Area Boundary
- Parcel Boundary

ABBREVIATIONS

Cem	Cemetery
Ch	Church
FS	Fire Station
Hosp	Hospital
Lib	Library
Mkt	Market
PS	Police Station
PO	Post Office
Sch	School
TC	Transportation Centre



PROPOSALS

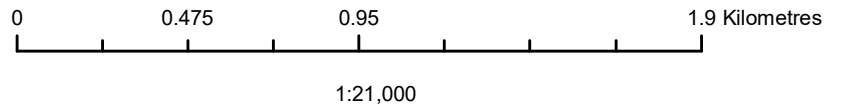
- Agricultural
- Cemetery/Crematoria
- Commercial
- Commercial/Industrial-Light
- Educational
- Government Purposes & Statutory Undertakings
- Industrial-Heavy
- Industrial-Light
- Institutional
- Office/Commercial
- Open Space-Public
- Public Assembly
- Recreational
- Residential
- Residential/Agricultural
- Residential/Commercial
- Residential/Industrial-Light
- Residential/Office
- Residential/Public Assembly
- Resort-Guest House
- Transportation Centre
- Wetland

POLICIES

- C UE1 - C UE2
- C H1 - C H4
- C H5
- C UE5
- C T1 - C T3

The numbers and letters refer to policies in the Manchester Development Order Area. The following policies apply throughout the Christiana Local Planning Area (Inset No. 2)

SP T1 - SP T22, SP T24 - SP T57, SP T64 - SP T65; SP H1 - SP H26; SP C1 - SP C7, SP C13, SP C21 - SP C32, SP C34 - SP C65; SP RE1 - SP RE22; SP UE1 - SP UE19; SP M1 - SP M17, SP M20, SP WTD1 - SP WTD20; SP E1 - SP E18; SP TO1 - SP TO7, SP TO10; SP TELE1 - SP TELE8; SP ED1 - SP ED5; GD1 - GD98, GD 100 - GD 102; RAP 1 - RAP 17, RAP 19 - RAP 28; PFS 1 - PFS 9; CA 1 - CA 8; SP NH1 - SP NH10



Prepared by: National Environment and Planning Agency
10 & 11 Caledonia Avenue, Kingston 5.
Prepared for: The Town and Country Planning Authority
September 2024



MANCHESTER PARISH DEVELOPMENT ORDER

CHRISTIANA LOCAL PLANNING AREA LAND USE PROPOSALS (Inset No. 2.1)



LEGEND

- Road Class A
- Road Class B
- Road Class C
- Road Other
- River/Watercourse
- Christiana Local Planning Area Boundary
- Parcel Boundary

ABBREVIATIONS

Cem	Cemetery
Ch	Church
FS	Fire Station
Hosp	Hospital
Lib	Library
Mkt	Market
PS	Police Station
PO	Post Office
Sch	School
TC	Transportation Centre



POLICIES

PROPOSALS

- Cem C Cemetery/Crematoria
- Commercial
- Commercial/Industrial-Light
- Educational
- Government Purposes & Statutory Undertakings
- Office/Commercial
- Open Space-Public
- Public Assembly
- Residential
- Residential/Agricultural
- Residential/Commercial
- Residential/Office
- Transportation Centre

C UE1 - C UE2

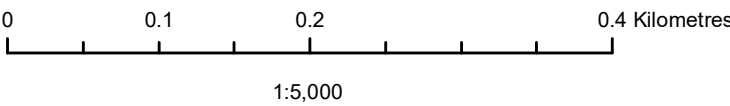
C H1 - C H4

C H5

C UE5

The numbers and letters refer to policies in the Manchester Development Order Area. The following policies apply throughout the Christiana Local Planning Area (Inset No. 2.1)

SP T1 - SP T22, SP T24 - SP T57, SP T64 - SP T65; SP H1 - SP H26; SP C1 - SP C7, SP C13, SP C21 - SP C32, SP C34 - SP C65; SP RE1 - SP RE22; SP UE1 - SP UE19; SP M1 - SP M17, SP M20; SP WTD1 - SP WTD20; SP E1 - SP E18; SP TO1 - SP TO7, SP TO10; SP TELE1 - SP TELE8; SP ED1 - SP ED5; GD1 - GD98, GD 100 - GD 102; RAP 1 - RAP 17, RAP 19 - RAP 28; PFS 1 - PFS 9; CA 1 - CA 8; SP NH1 - SP NH10

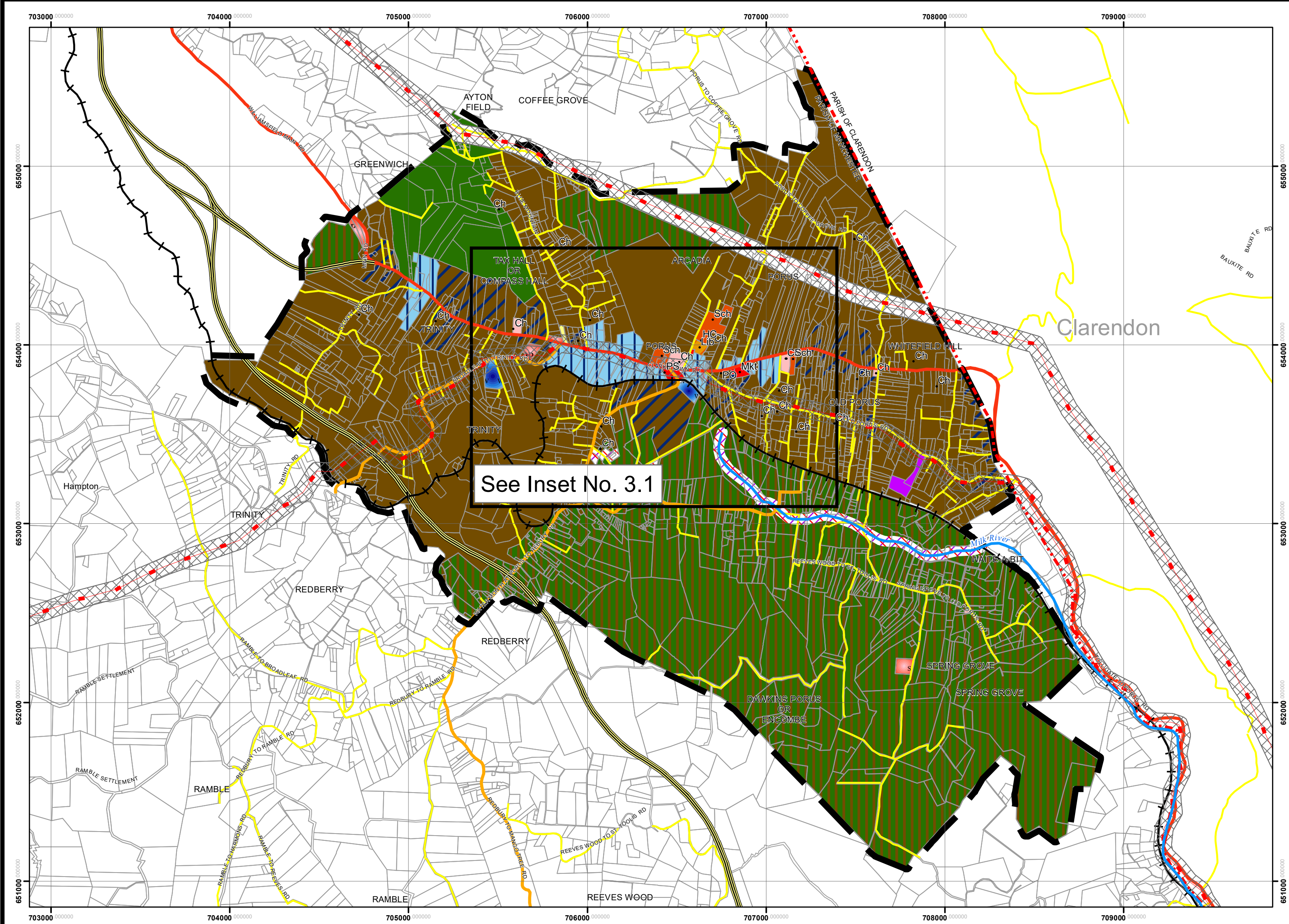


Prepared by: National Environment and Planning Agency
10 & 11 Caledonia Avenue, Kingston 5.
Prepared for: The Town and Country Planning Authority
September 2024



MANCHESTER PARISH DEVELOPMENT ORDER

PORUS LOCAL PLANNING AREA LAND USE PROPOSALS (Inset No. 3)



LEGEND

- Highway 2000 Porus to Williamsfield
- Road Class A
- Road Class C
- Road Other
- Railway
- River/Watercourse
- Parish Boundary
- JPS transmission Line (High Voltage)
- JPS Transmission Line Buffer Zone
- Porus Local Planning Area Boundary
- Parcel Boundary

ABBREVIATIONS

Cem	Cemetery
Ch	Church
HC	Health Centre
Lib	Library
Mkt	Market
PS	Police Station
PO	Post Office
Sch	School

PROPOSALS

- Agricultural
- Cemetery/Crematoria
- Educational
- Government Purpose & Statutory Undertakings
- Industrial-Heavy
- Institutional
- Office/Commercial
- Public Assembly
- Residential
- Residential/Agricultural
- Residential/Commercial
- Restricted Development
- Utility Cell Site
- Utility Power Plant
- Utility Waterworks

POLICIES

P SUE1

P UE1 - P UE2

P H1 - P H7

P SUE2 - P SUE6

P C10

The numbers and letters refer to policies in the Manchester Development Order Area. The following policies apply throughout the Porus Local Planning Area (Inset No. 3)

SP T1 - SP T57, SP T61 - SP T65; SP H1 - SP H26; SP C1 - SP C7, SP C13, SP C21 - SP C32, SP C34 - SP C65; SP RE1 - SP RE22; SP UE1 - SP UE19; SP M1 - SP M17, SP M20; SP WTD1 - SP WTD20; SP E1 - SP E18; SP TO1 - SP TO7, SP TO10; SP TELE1 - SP TELE8; SP ED1 - SP ED5; GD1 - GD98, GD 100 - GD 102; RAP 1 - RAP 17, RAP 19 - RAP 28; PFS 1 - PFS 9; CA 1 - CA 8; SP NH1 - SP NH10

0 0.375 0.75 1.5 Kilometres

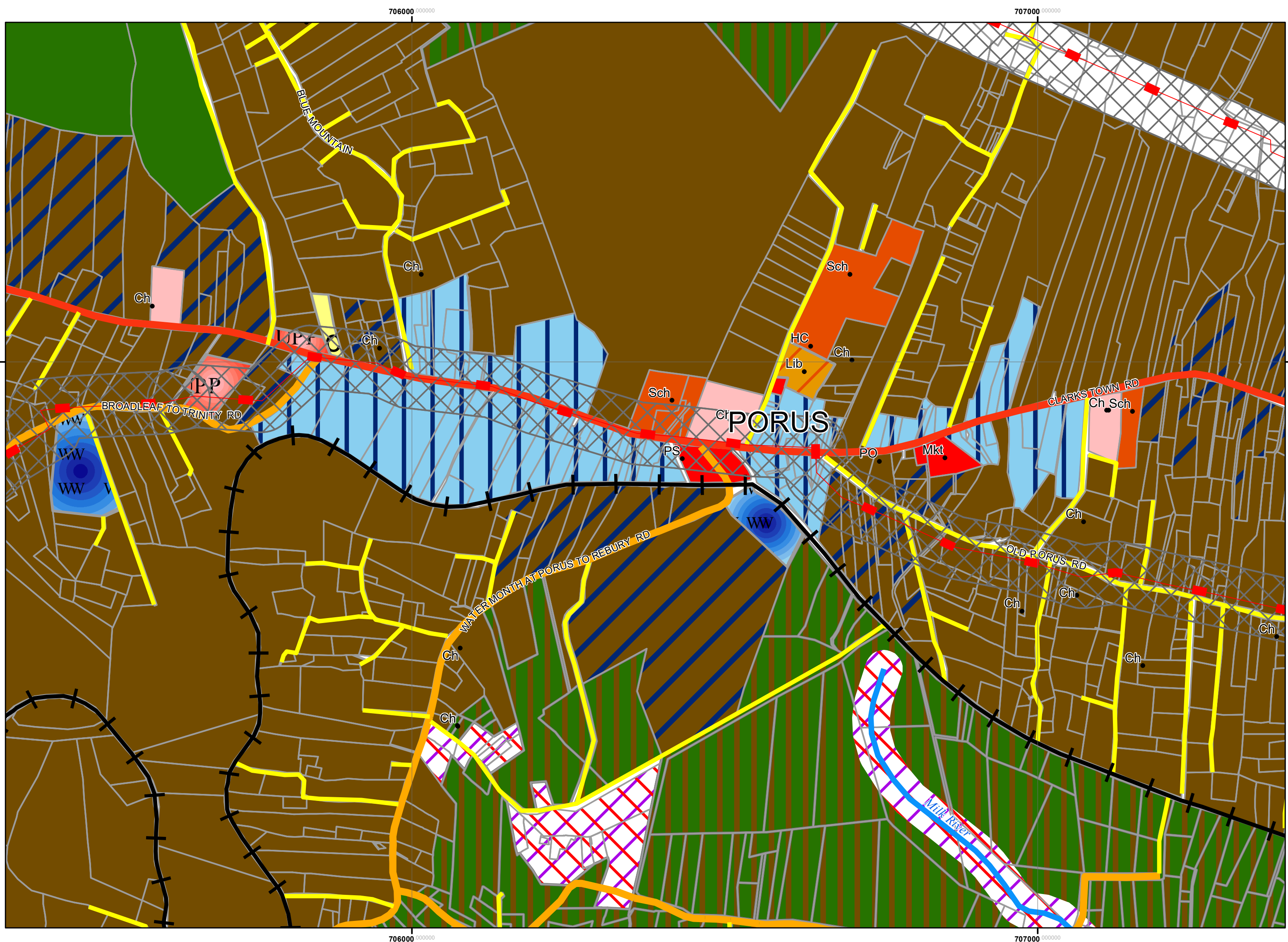
1:17,000

Prepared by: National Environment and Planning Agency
10 & 11 Caledonia Avenue, Kingston 5.
Prepared for: The Town and Country Planning Authority.
September 2024



MANCHESTER PARISH DEVELOPMENT ORDER

PORUS LOCAL PLANNING AREA LAND USE PROPOSALS (Inset No. 3.1)



LEGEND

- Road Class A
- Road Class C
- Road Other
- Railway
- River/Watercourse
- JPS transmission Line (High Voltage)
- JPS Transmission Line Buffer Zone
- Porus Local Planning Area Boundary
- Parcel Boundary

ABBREVIATIONS

Cem	Cemetery
Ch	Church
HC	Health Centre
Lib	Library
Mkt	Market
PS	Police Station
PO	Post Office
Sch	School

PROPOSALS

- Agricultural
- Cemetery/Crematoria
- Educational
- Government Purpose & Statutory Undertakings
- Institutional
- Office/Commercial
- Public Assembly
- Residential
- Residential/Agricultural
- Residential/Commercial
- Restricted Development
- Utility Power Plant
- Utility Waterworks

POLICIES

P SUE1

P UE1 - P UE2

P H1 - P H7

P SUE2 - P SUE6

P C10

The numbers and letters refer to policies in the Manchester Development Order Area. The following policies apply throughout the Porus Local Planning Area (Inset No. 3.1)

SP T1 - SP T57, SP T61 - SP T65; SP H1 - SP H26; SP C1 - SP C7, SP C13, SP C21 - SP C32, SP C34 - SP C65; SP RE1 - SP RE22; SP UE1 - SP UE19; SP M1 - SP M17, SP M20; SP WTD1 - SP WTD20; SP E1 - SP E18; SP TO1 - SP TO7, SP TO10; SP TELE1 - SP TELE8; SP ED1 - SP ED5; GD1 - GD98, GD 100 - GD 102; RAP 1 - RAP 17, RAP 19 - RAP 28; PFS 1 - PFS 9; CA 1 - CA 8; SP NH1 - SP NH10

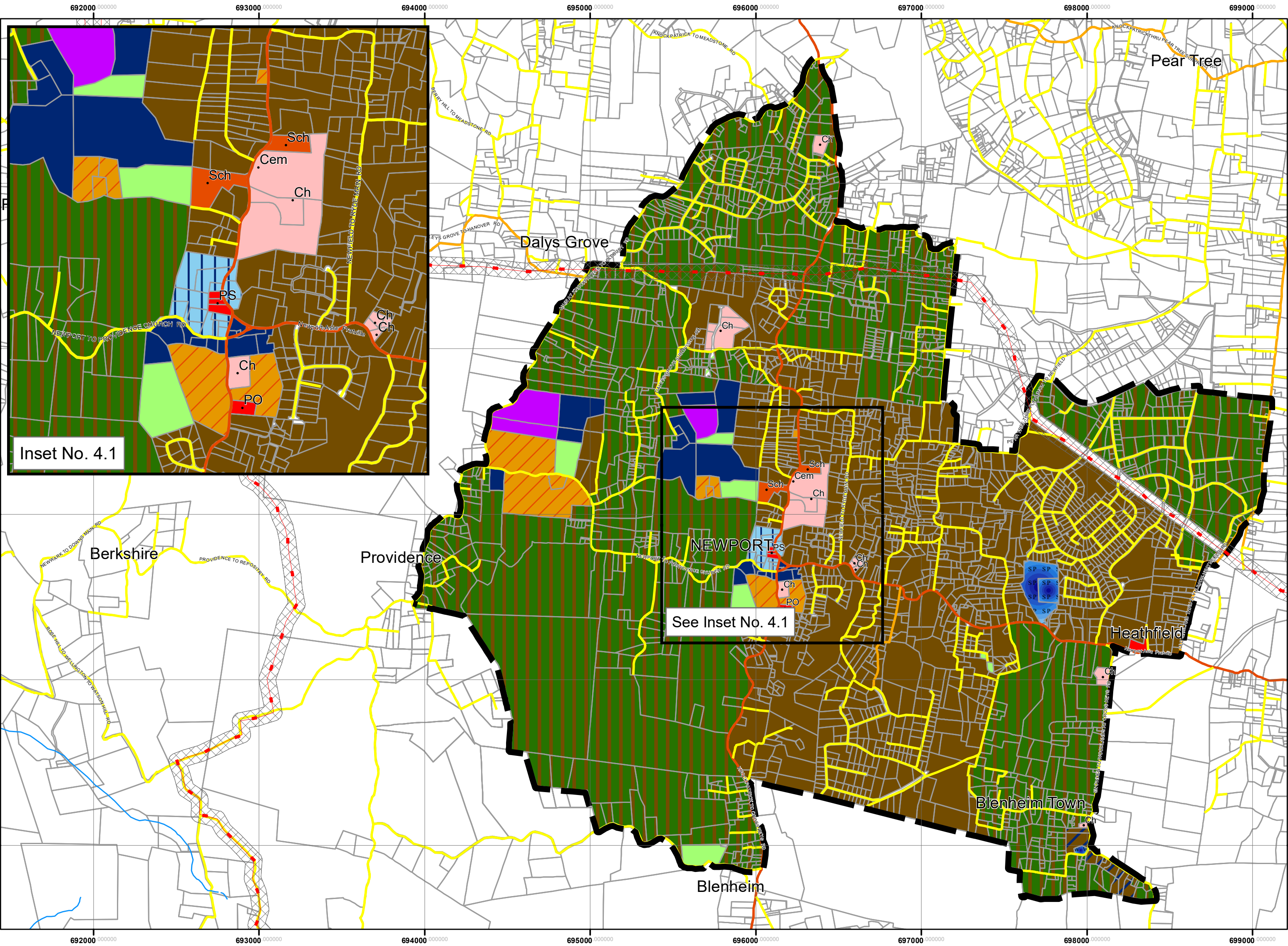
0 0.1 0.2 0.4 Kilometres

1:5,000

Prepared by: National Environment and Planning Agency
10 & 11 Caledonia Avenue, Kingston 5.
Prepared for: The Town and Country Planning Authority.
September 2024

MANCHESTER PARISH DEVELOPMENT ORDER

NEWPORT LOCAL PLANNING AREA LAND USE PROPOSALS (Inset No. 4)



LEGEND

- Road Class B
- Road Class C
- Road Other
- JPS Transmission Line (High Voltage)
- River/Watercourse

- Newport Local Planning Area Boundary
- JPS Transmission Line Buffer Zone
- Parcel Boundary

ABBREVIATIONS

Cem	Cemetery
Ch	Church
HC	Health Centre
PS	Police Station
PO	Post Office
Sch	School



PROPOSALS

- Commercial
- Educational
- Government Purpose & Statutory Undertakings
- Industrial-Heavy
- Institutional
- Office/Commercial
- Open Space-Public
- Public Assembly
- Recreational
- Residential
- Residential/Agricultural
- Residential/Commercial
- Utility-Sewerage Plant
- Utility-Waterworks

POLICIES

- NP UE1 - NP UE3
- NP H1 - NP H5
- NP SUE1 - NP SUE5

The numbers and letters refer to policies in the Manchester Development Order Area. The following policies apply throughout the Newport Local Planning Area (Inset No. 4)

SP T1 - SP T22, SP T24 - SP T57, SP T64 - SP T65; SP H1 - SP H26; SP C1 - SP C7, SP C13, SP C21 - SP C32, SP C34 - SP C65; SP RE1 - SP RE22; SP UE1 - SP UE19; SP M1 - SP M17, SP M20; SP WTD1 - SP WTD20; SP E1 - SP E18; SP TO1 - SP TO7, SP TO10; SP TELE1 - SP TELE8; SP ED1 - SP ED5; GD1 - GD98, GD 100 - GD 102; RAP 1 - RAP 17, RAP 19 - RAP 28; PFS 1 - PFS 9; CA 1 - CA 8; SP NH1 - SP NH10

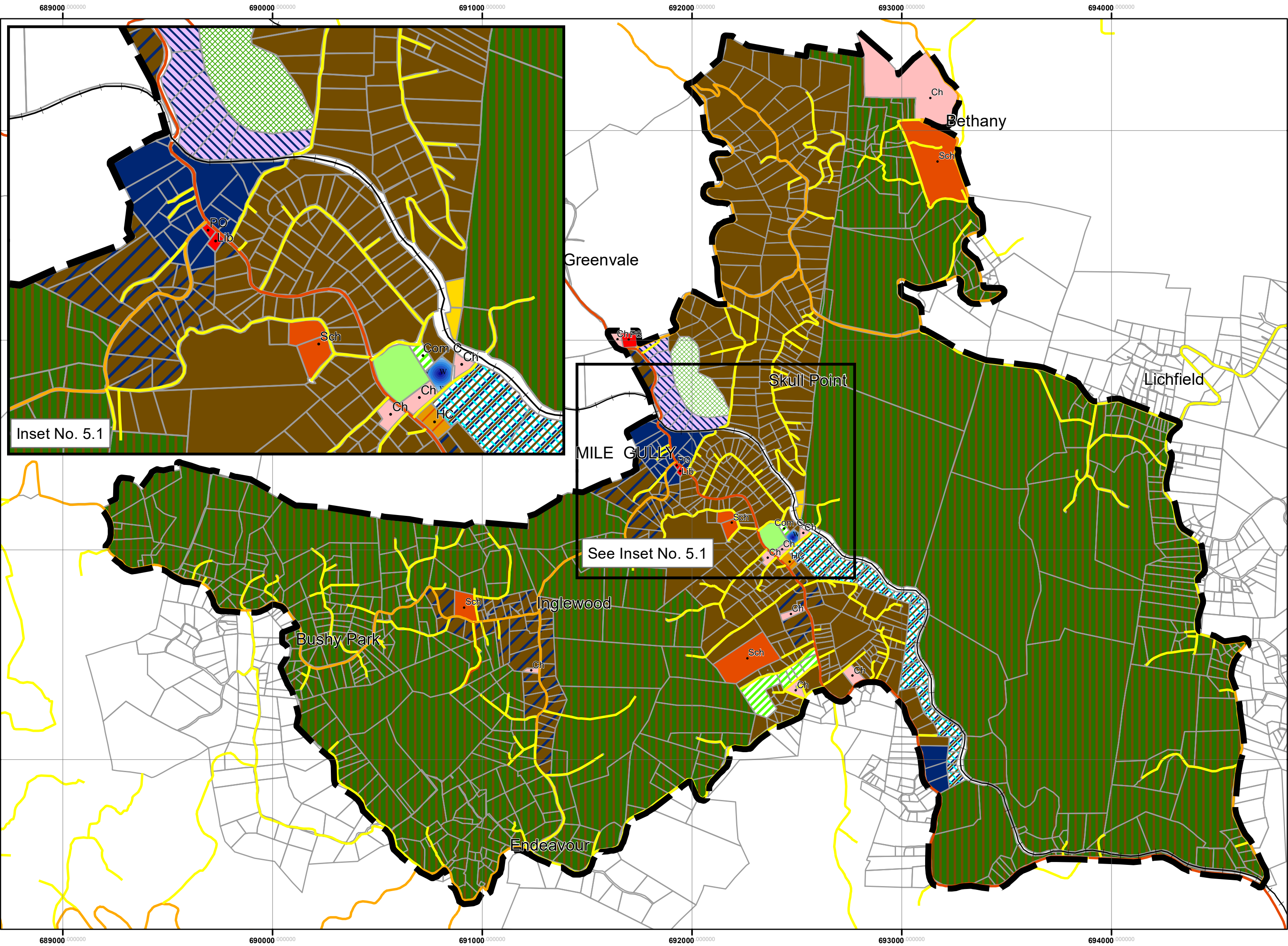
0 0.425 0.85 1.7 Kilometres
1:19,000

Prepared by: National Environment and Planning Agency
10 & 11 Caledonia Avenue, Kingston 5.
Prepared for: The Town and Country Planning Authority.
September 2024



MANCHESTER PARISH DEVELOPMENT ORDER

MILE GULLY LOCAL PLANNING AREA LAND USE PROPOSALS (Inset No. 5)



LEGEND

- Road Class B
- Road Class C
- Road Other
- Railway
- River/Watercourse
- Mile Gully Local Planning Area Boundary
- Parcel Boundary

ABBREVIATIONS

- Ch Church
- Com C Community Centre
- HC Health Centre
- Lib Library
- PS Police Station
- PO Post Office
- Sch School



PROPOSALS

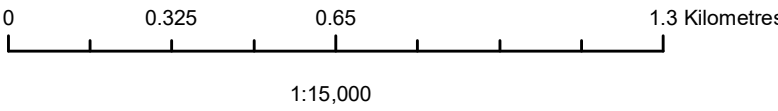
- Commercial
- Commercial/Industrial-Light
- Conservation
- Educational
- Government Purposes & Statutory Undertakings
- Institutional
- Mixed Use-Residential/Commercial/Office
- Open Space-Public
- Public Assembly
- Recreational
- Residential
- Residential/Agricultural
- Residential/Commercial
- Resort-Guest House
- Utility-Waterworks

POLICIES

- MG UE1 - MG UE2
- MG UE3
- MG C2
- MG C3
- MG H1 - MG H47
- MG H2 - MG H4, MG SUE1 - MG SUE5

The numbers and letters refer to policies in the Manchester Development Order Area. The following policies apply throughout the Mile Gully Local Planning Area (Inset No. 5)

SP T3 - SP T4, SP T6 - SP T21, SP T24 - SP T35, SP T37 - SP T57, SP T61 - SP T65; SP H1 - SP H26; SP C1 - SP C7, SP C13, SP C21 - SP C32, SP C34 - SP C65; SP RE1 - SP RE22; SP UE1 - SP UE19; SP M1 - SP M17, SP M20; SP WTD1 - SP WTD20; SP E1 - SP E18; SP TO1 - SP TO7, SP TO10; SP TELE1 - SP TELE8; SP ED1 - SP ED5; GD1 - GD98, GD 100 - GD 102; RAP 1 - RAP 17, RAP 19 - RAP 28; PFS 1 - PFS 9; CA 1 - CA 8; SP NH1 - SP NH10

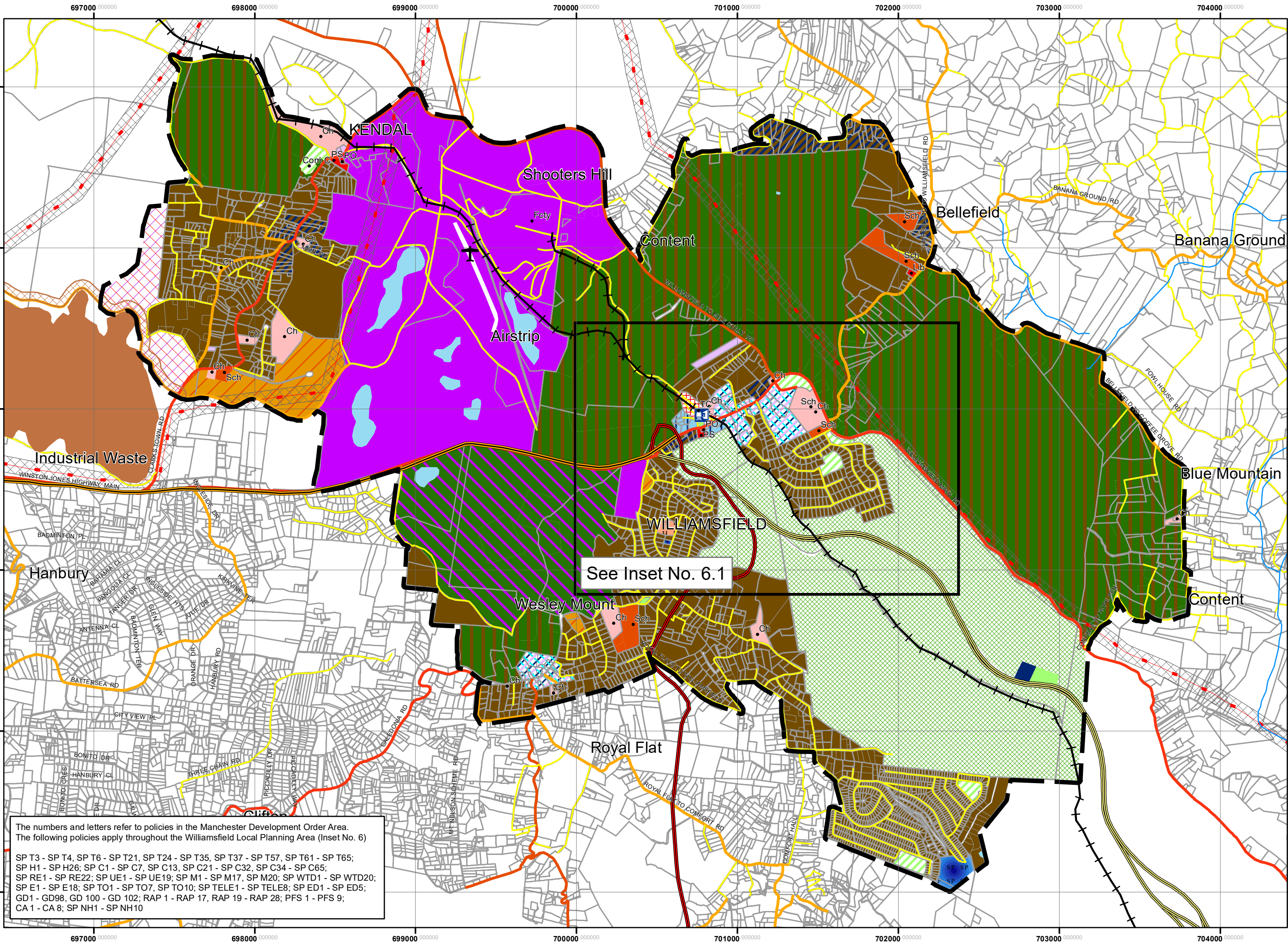


Prepared by: National Environment and Planning Agency
10 & 11 Caledonia Avenue, Kingston 5.
Prepared for: The Town and Country Planning Authority.
September 2024



MANCHESTER PARISH DEVELOPMENT ORDER

WILLIAMSFIELD LOCAL PLANNING AREA LAND USE PROPOSALS (Inset No. 6)



The numbers and letters refer to policies in the Manchester Development Order Area.
The following policies apply throughout the Williamsfield Local Planning Area (Inset No. 6)

SP T3 - SP T4, SP T6 - SP T21, SP T24 - SP T35, SP T37 - SP T57, SP T61 - SP T65;
SP H1 - SP H26; SP C1 - SP C7, SP C13, SP C21 - SP C32, SP C34 - SP C65;
SP RE1 - SP RE22; SP UE1 - SP UE19; SP M1 - SP M17, SP M20; SP WTD1 - SP WTD20;
SP E1 - SP E18; SP TO1 - SP TO7, SP TO10; SP TELE1 - SP TELE8; SP ED1 - SP ED5;
GD1 - GD98, GD 100 - GD 102; RAP 1 - RAP 17, RAP 19 - RAP 28; PFS 1 - PFS 9;
CA 1 - CA 8; SP NH1 - SP NH10

LEGEND

- Highway 2000 Porus to Williamsfield
- Proposed South Coast Highway Improvement Project
- Proposed Mandeville E-S Bound By-Pass
- Road Class A
- Road Class B
- Road Class C
- Road Other
- Railway
- River/Watercourse
- JPS Transmission Line (High Voltage)
- Railway Station
- Airstrip
- Pond/Waterbody
- Battersea Mud Lake
- 50 Metres Buffer Zone from Mud Lake
- JPS Transmission Line Buffer Zone
- Williamsfield Local Planning Area Boundary
- Parcel Boundary

ABBREVIATIONS

Ch	Church
Com C	Community Centre
Fcty	Fcty
HC	Health Centre
Lib	Library
PS	Police Station
PO	Post Office
Sch	School
TC	Transportation Centre

PROPOSALS

- Agricultural/Industrial-Heavy
- Commercial
- Conservation
- Educational
- Government Purposes & Statutory Undertakings
- Historical Site/Monuments (Williamsfield Great House)
- Industrial-Heavy
- Industrial-Light
- Institutional
- Office/Commercial
- Office/Commercial/Industrial-Light
- Open Space-Public
- Public Assembly
- Recreational
- Residential
- Residential/Agricultural
- Residential/Commercial
- Restricted Development
- Transportation Centre
- Utilities-Sewage Plant
- Utilities-Waterworks

POLICIES

W M1 - W M2

W C2 - W C3, W M1 - W M2

W UE1 - W UE5

W C4 - W C9

W H6 - W H8

W SUE5 - W SUE7

W UE4 - W UE5

W T1 - W T2

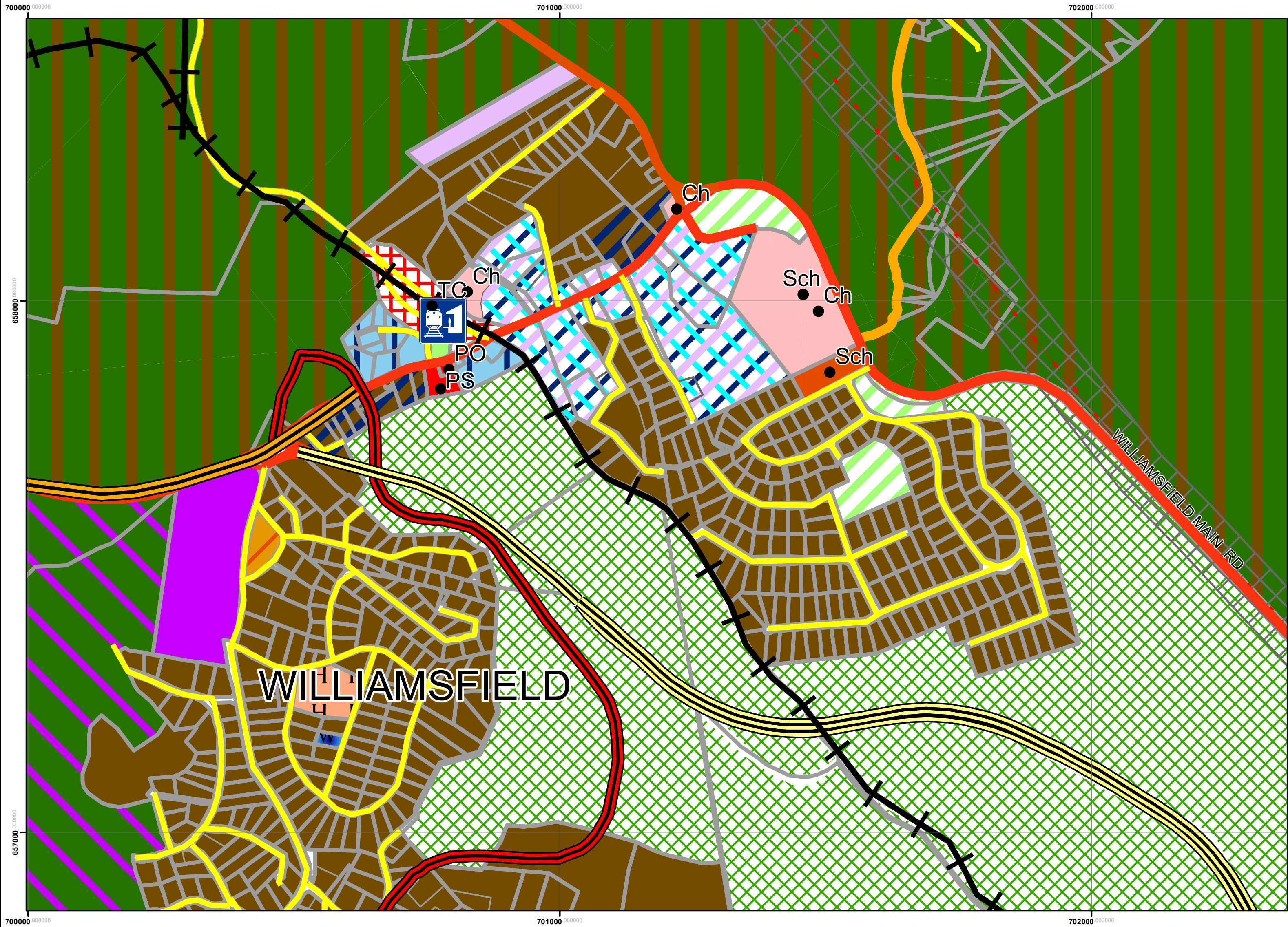
0 0.425 0.85 1.7 Kilometres

1:19,500

Prepared by: National Environment and Planning Agency
10 & 11 Caledonia Avenue, Kingston 5.
Prepared for: The Town and Country Planning Authority.
September 2024

MANCHESTER PARISH DEVELOPMENT ORDER

WILLIAMSFIELD LOCAL PLANNING AREA LAND USE PROPOSALS (Inset No. 6.1)



LEGEND

- Highway 2000 Porus to Williamsfield
- Proposed South Coast Highway Improvement Project
- Proposed Mandeville E-S Bound By-Pass
- Road Class A
- Road Class B
- Road Class C
- Road Other
- Railway
- JPS Transmission Line (High Voltage)
- Railway Station
- JPS Transmission Line Buffer Zone
- Parcel Boundary

ABBREVIATIONS

- Ch Church
- Com C Community Centre
- Fcty Fcty
- HC Health Centre
- Lib Library
- PS Police Station
- PO Post Office
- Sch School
- TC Transportation Centre

PROPOSALS

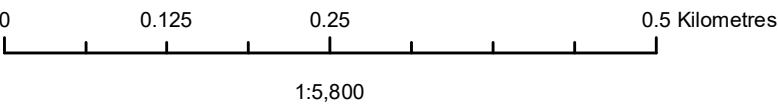
- Agricultural/Industrial-Heavy
- Conservation
- Educational
- Government Purposes & Statutory Undertakings
- Historical Site/Monuments (Williamsfield Great House)
- Industrial-Heavy
- Industrial-Light
- Institutional
- Office/Commercial
- Office/Commercial/Industrial-Light
- Open Space-Public
- Public Assembly
- Recreational
- Residential
- Residential/Agricultural
- Residential/Commercial
- Transportation Centre
- Utilities-Waterworks

POLICIES

- W M1 - W M2
- W C2 - W C3, W M1 - W M2
- W UE1 - W UE5
- W C4 - W C9
- W H6 - W H8
- W SUE5 - W SUE7
- W UE4 - W UE5
- W T1 - W T2

The numbers and letters refer to policies in the Manchester Development Order Area. The following policies apply throughout the Williamsfield Local Planning Area (Inset No. 6.1)

SP T3 - SP T4, SP T6 - SP T21, SP T24 - SP T35, SP T37 - SP T57, SP T61 - SP T65; SP H1 - SP H26; SP C1 - SP C7, SP C13, SP C21 - SP C32, SP C34 - SP C65; SP RE1 - SP RE22; SP UE1 - SP UE19; SP M1 - SP M17, SP M20; SP WTD1 - SP WTD20; SP E1 - SP E18; SP TO1 - SP TO7, SP TO10; SP TELE1 - SP TELE8; SP ED1 - SP ED5; GD1 - GD98, GD 100 - GD 102; RAP 1 - RAP 17, RAP 19 - RAP 28; PFS 1 - PFS 9; CA 1 - CA 8; SP NH1 - SP NH10

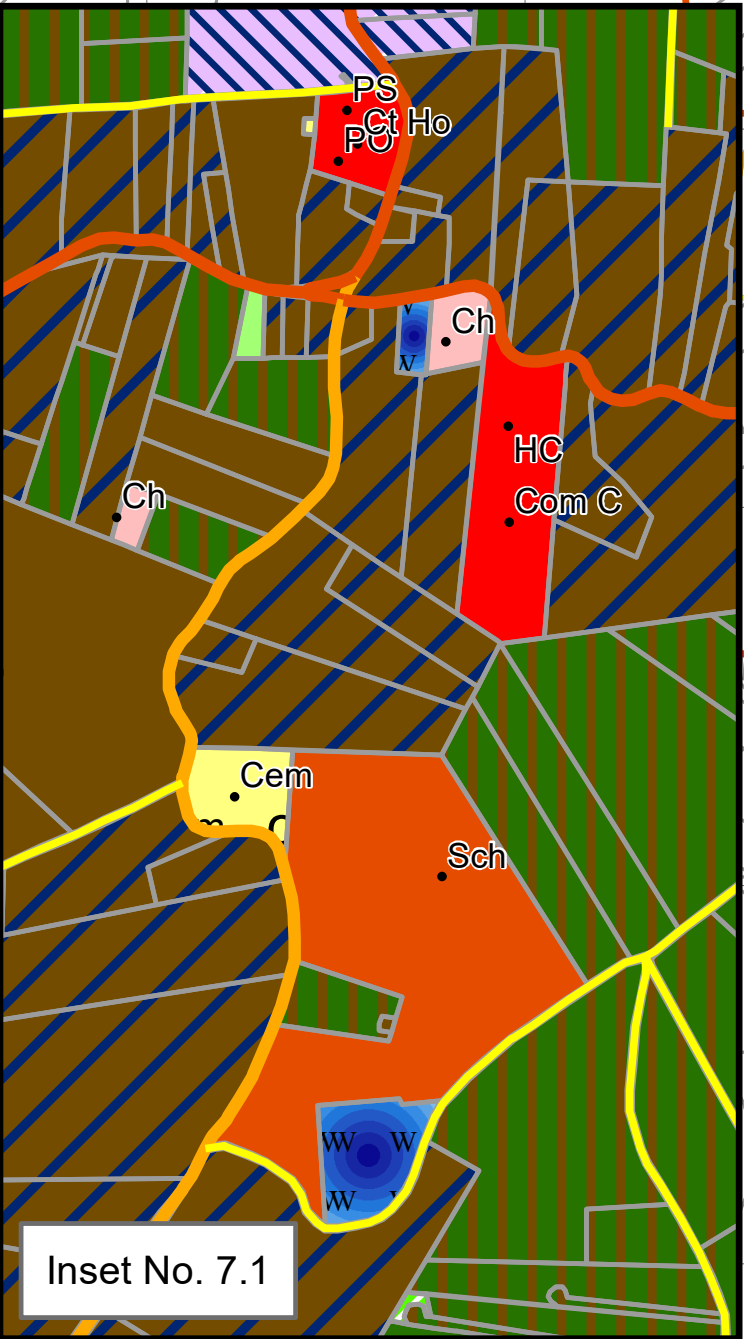
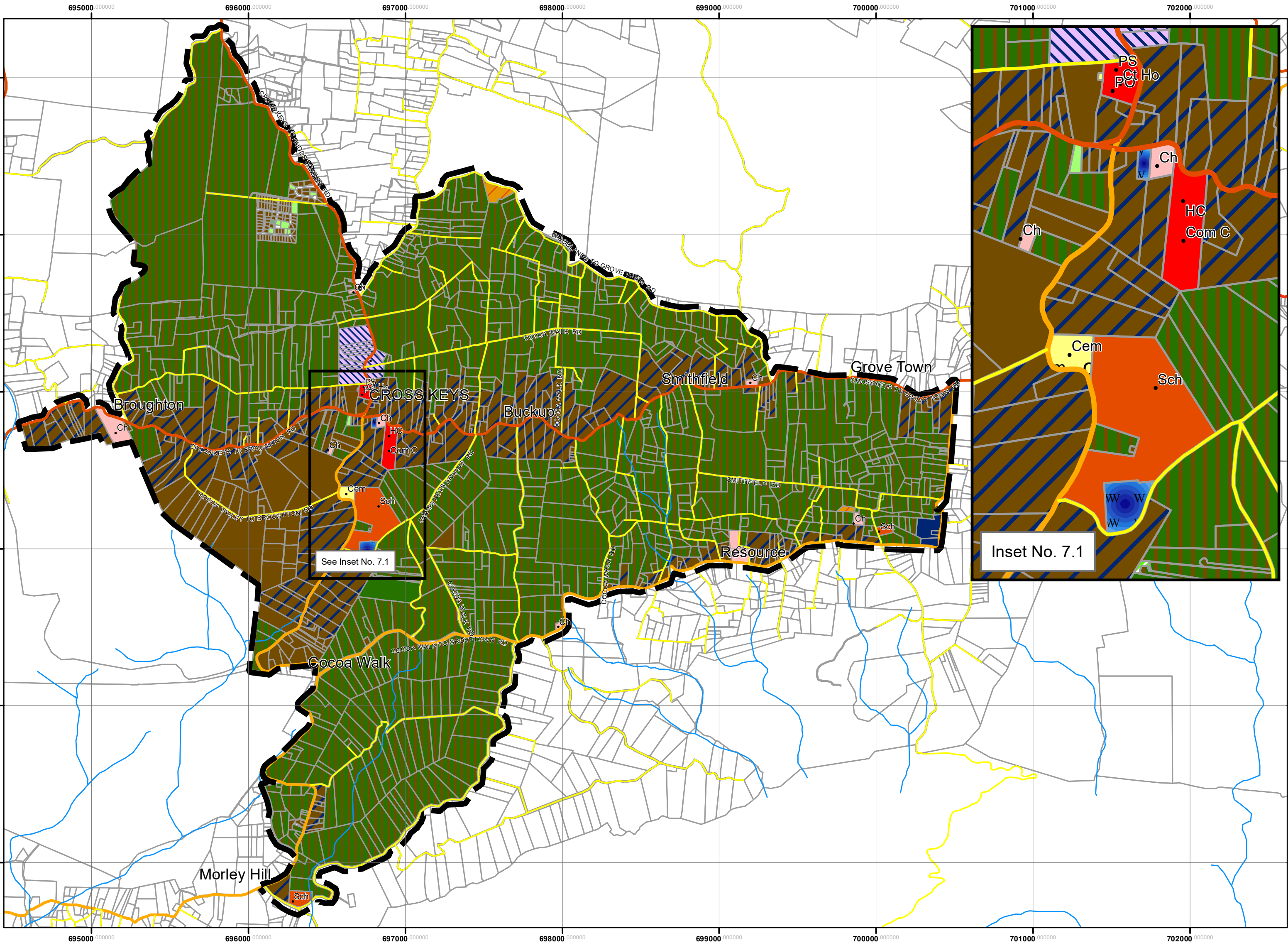


Prepared by: National Environment and Planning Agency
10 & 11 Caledonia Avenue, Kingston 5.
Prepared for: The Town and Country Planning Authority.
September 2024



MANCHESTER PARISH DEVELOPMENT ORDER

CROSS KEYS LOCAL PLANNING AREA LAND USE PROPOSALS (Inset No. 7)



LEGEND

- Road Class A
- Road Class B
- Road Class C
- Road Other
- River/Watercourse

Cross Keys Local Planning Area Boundary

ABBREVIATIONS

- | | |
|-------|------------------|
| Cem | Cemetery |
| Ch | Church |
| Com C | Community Centre |
| Ct Ho | Court House |
| HC | Health Centre |
| PS | Police Station |
| PO | Post Office |
| Sch | School |



PROPOSALS

- Agricultural
- Cemetery/Crematoria
- Commercial
- Commercial/Light Industry
- Educational
- Government Purpose & Statutory Undertakings
- Green Space
- Institutional
- Open Space-Public
- Public Assembly
- Recreational
- Residential
- Residential/Agricultural
- Residential/Commercial
- Utility Waterworks

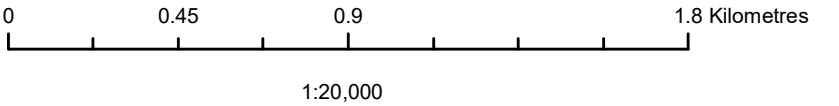
POLICIES

CK UE3 - CK UE6

CK H8 - CK H11

The numbers and letters refer to policies in the Manchester Development Order Area. The following policies apply throughout the Cross Keys Local Planning Area (Inset No. 7)

SP T2 - SP T21, SP T24 - SP T34, SP T37 - SP T57, SP T64 - SP T65; SP H1 - SP H26; SP C1 - SP C7, SP C12 - SP C13, SP C21 - SP C23, SP C24 - SP C65; SP RE1 - SP RE22; SP UE1 - SP UE19; SP M1 - SP M12, SP SP M15 - SP M18, SP M20; SP WTD1 - SP WTD20; SP E1 - SP E18; SP TO1 - SP TO10; SP TELE1 - SP TELE8; SP ED1 - SP ED6; GD1 - GD98, GD 100 - GD 102; RAP 1 - RAP 17, RAP 19 - RAP 28; PFS 1 - PFS 9; CA 1 - CA 8; SP NH1 - SP NH10

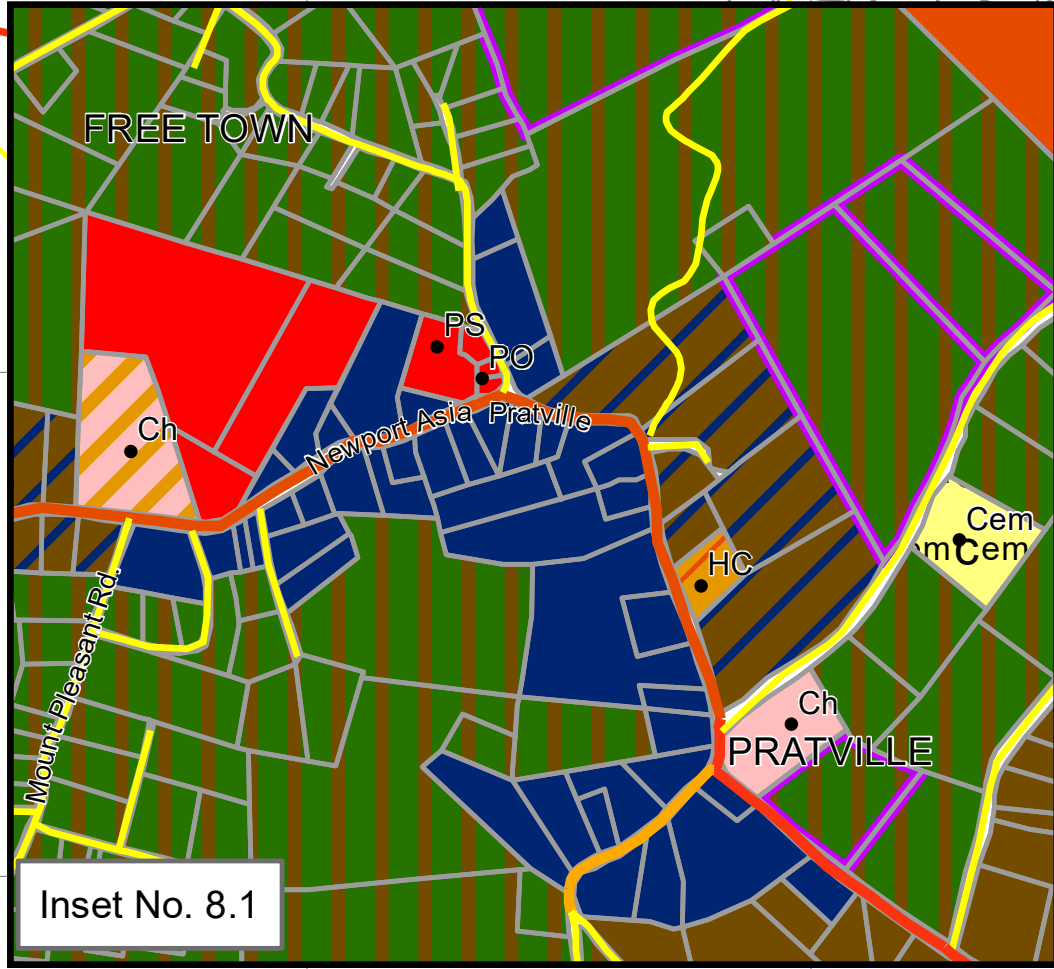
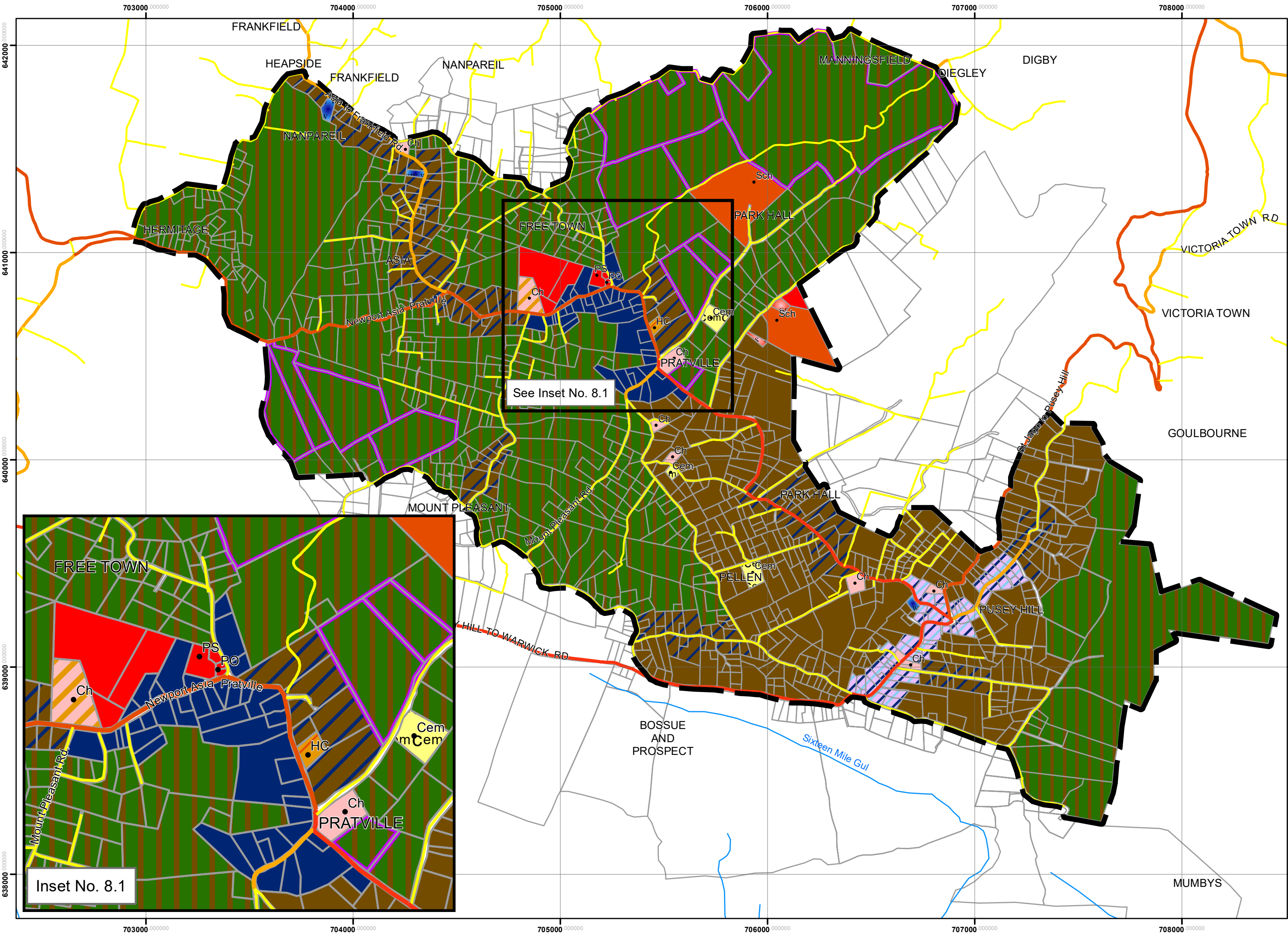


Prepared by: National Environment and Planning Agency
10 & 11 Caledonia Avenue, Kingston 5.
Prepared for: The Town and Country Planning Authority.
September 2024



MANCHESTER PARISH DEVELOPMENT ORDER

PRATTVILLE / ASIA LOCAL PLANNING AREA LAND USE PROPOSALS (Inset No. 8)



LEGEND

- Road Class A
- Road Class B
- Road Class C
- Road Other
- River/Watercourse

- Prattville/Asia Local Planning Area Boundary
- Parcel Boundary

ABBREVIATIONS

- Cem Cemetery
- Ch Church
- HC Health Centre
- PS Police Station
- PO Post Office
- Sch School



PROPOSALS

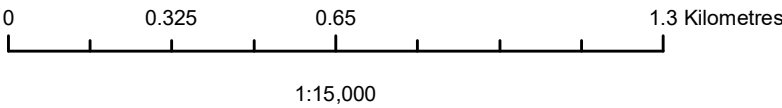
- Cemetery/Crematoria
- Commercial
- Educational
- Government Purposes & Statutory Undertakings
- Institutional
- Mixed Use: Office/Commercial/Light-Industry
- Public Assembly
- Public Assembly/Institutional
- Quarry Zone
- Residential
- Residential/Agricultural
- Residential/Commercial
- Utilities-Cell Site
- Utilities-Waterworks

POLICIES

- PA UE2
- PA UE1 - PA UE2
- PA M1 - PA M2
- PA H2
- PA H8

The numbers and letters refer to policies in the Manchester Development Order Area. The following policies apply throughout the Prattville Local Planning Area (Inset No. 8)

SP T1 - SP T57, SP T61 - SP T65; SP H1 - SP H26; SP C1 - SP C7, SP C13, SP C21 - SP C32, SP C34 - SP C65; SP RE1 - SP RE22; SP UE1 - SP UE19; SP M1 - SP M17, SP M20; SP WTD1 - SP WTD20; SP E1 - SP E18; SP TO1 - SP TO7, SP TO10; SP TELE1 - SP TELE8; SP ED1 - SP ED5; GD1 - GD98, GD 100 - GD 102; RAP 1 - RAP 17, RAP 19 - RAP 28; PFS 1 - PFS 9; CA 1 - CA 8; SP NH1 - SP NH10

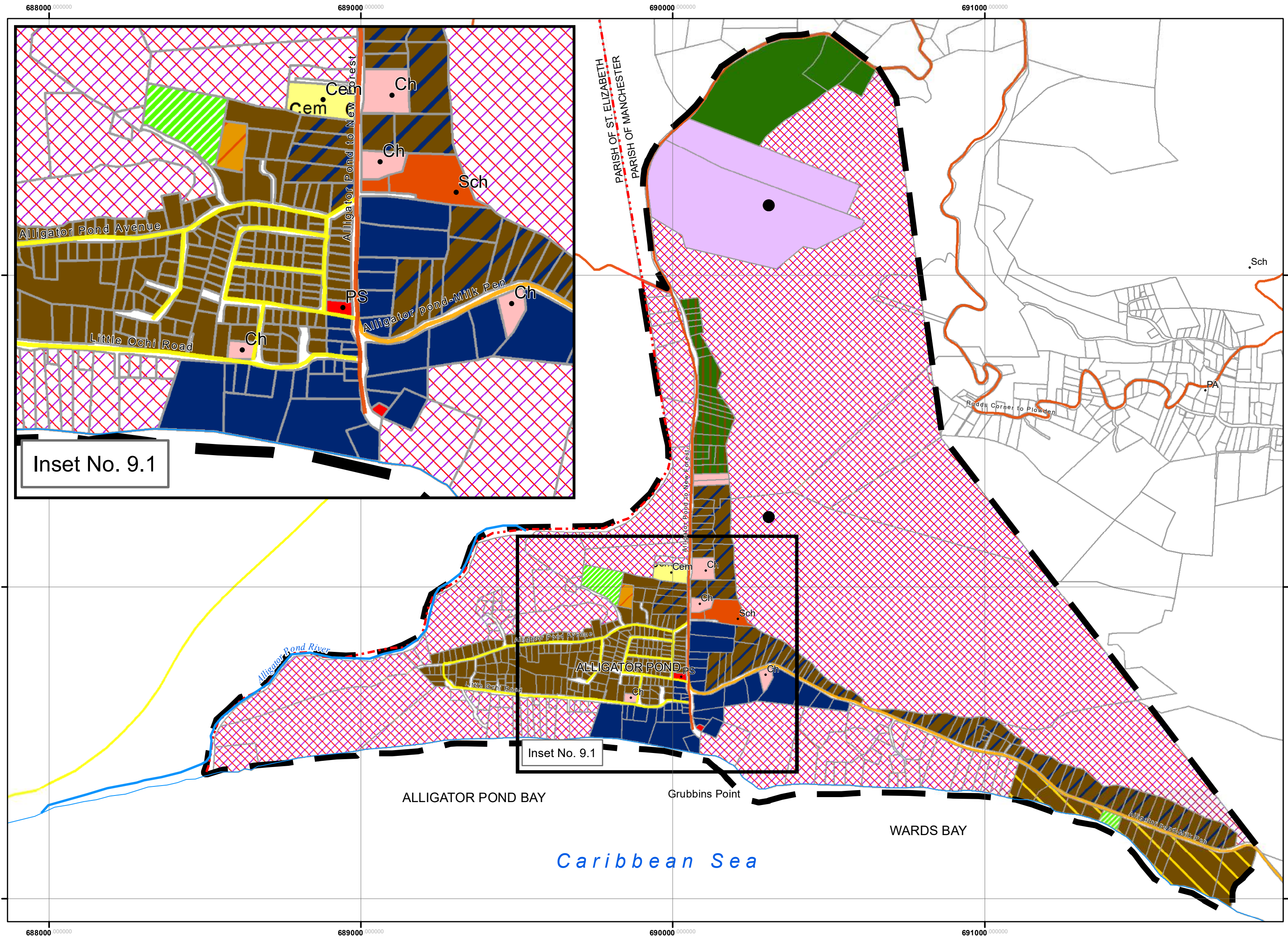


Prepared by: National Environment and Planning Agency
10 & 11 Caledonia Avenue, Kingston 5.
Prepared for: The Town and Country Planning Authority.
September 2024



MANCHESTER PARISH DEVELOPMENT ORDER

ALLIGATOR POND LOCAL PLANNING AREA LAND USE PROPOSALS (Inset No. 9)



LEGEND

- Coastline
- River/Watercourse
- Parish Boundary
- Highway
- Road Class A
- Road Class B
- Road Class C
- Road Other
- Fishing and Beach
- Cave
- Alligator Pond LPA Boundary
- Parcel Boundary

ABBREVIATIONS

- | | |
|-----|----------------|
| Cem | Cemetery |
| Ch | Church |
| PS | Police Station |
| Sch | School |



PROPOSALS

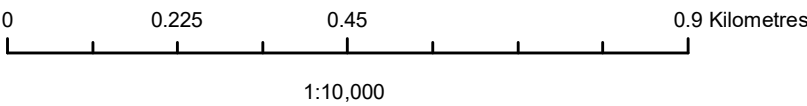
- Agricultural
- Cemetery/Crematoria
- Commercial
- Educational
- Government Purposes & Statutory Undertakings
- Industrial-Light
- Institutional
- Public Assembly
- Recreation
- Residential
- Residential/Agricultural
- Residential/Commercial
- Residential/Resort
- Restricted Development

POLICIES

- AP UE1 - AP UE4
- AP H5
- AP TO1 - AP TO2
- AP C1 - AP C23

The numbers and letters refer to policies in the Manchester Development Order Area. The following policies apply throughout the Alligator Pond Local Planning Area (Inset No. 9)

SP T3 - SP T22, SP T24 - SP T35, SP T37 - SP T57, SP T64 - SP T65; SP H1 - SP H26; SP C1 - SP C10, SP C12 - SP C65; SP RE1 - SP RE22; SP UE1 - SP UE19; SP M1 - SP M12, SP M15 - SP M20; SP WTD1 - SP WTD20; SP E1 - SP E18; SP TO1 - SP TO10; SP TELE1 - SP TELE8; SP ED1 - SP ED5; GD1 - GD98, GD 100 - GD 102; UC 1 - UC 21; DC 1 - DC 5; CD 1 - CD 10; RAP 1 - RAP 17, RAP 19 - RAP 26; PFS 1 - PFS 9; CA 1 - CA 8; SP NH1 - SP NH10



Prepared by: National Environment and Planning Agency
10 & 11 Caledonia Avenue, Kingston 5.
Prepared for: The Town and Country Planning Authority.
September 2024.

