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PROCLAMATIONS, RULES AND REGULATIONS

Vol. CXLI MONDAY, DECEMBER 31, 2018 No. 160

No. 206

THE TOWN AND COUNTRY PLANNING ACT

THE TOWN AND COUNTRY PLANNING (MUNICIPALITY OF PORTMORE) PROVISIONAL DEVELOPMENT ORDER, 2018

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 Municipality of Portmore:—

Citation

Citation.

1. This Order may be cited as the Town and Country Planning (Municipality of Portmore) Provisional Development Order, 2018

Interpretation.

2. In this Order –

"The Act" means the Town and Country Planning Act;

"The Authority" has the meaning assigned to it by section 2 of the Act;

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

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

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

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

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

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

"erection", in relation to a building, includes extension, alteration and re-erection of the building;

"filling station" " means any 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 scale or dispensing or petrol or oil for motor vehicles, 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 includes any building, structure or erection.

"landscaping" means the treatment of land (other than buildings) being the site or part of the site in respect of which an outline planning permission is granted for the purpose of enhancing or protecting the amenities of the site and the area in which it is situated and includes

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 feature.

"local authority" has the meaning assigned to it by section 2 of the Act.

"local planning areas" means the area identified in Part 1A of the First Schedule;

"local planning authority", has the meaning assigned to it by section 2 of the Act.

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

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

"microcell" means a base station that provides additional signal transmission coverage and capacity to macrocells;

"Minister" has the meaning assigned it by section 2 of the Act;

"mobile network" has the meaning assigned to it by the Telecommunications Act;

"natural hazard" has the meaning assigned to it by the Disaster Preparedness and Emergency Act;

"national monument" has the meaning assigned to it by the Jamaica National Heritage Trust Act;

"national parks" has the meaning assigned to it by the Natural Resources Conservation Authority Act;

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

"outline planning permission" means planning permission granted by the local authority for the erection of a building pursuant to paragraph 10 of this Order subject to approval of reserved matters as subject to the local planning authority;

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

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

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

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

"planning decision" means a decision made on an application for permission to develop land under part III of The Act;

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

"Portmore" means the area specified in Part 1 of the First Schedule;

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

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

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

"reserved matters" mean 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)
(e) the landscaping of the site;

"subdivision" means the division of any 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 Municipality of Portmore.

PART 1B - DEVELOPMENT OF LAND

Designation of Municipality of Portmore Development Order Areas.

4. (1) The Municipality of Portmore 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 to this Order, the use of such building or other land for any other purpose of the same class shall not be deemed for the purpose of the Act to involve development of the land.

(2) Where a use, which is ordinarily incidental to and included in any use specified in the Second Schedule to this Order, 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 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 indicates use –

(a) as an amusement arcade or centre or a funfair;
(b) as a launderette;
(c) for dry cleaning;
(d) for sale of fuel for motor vehicles;
(e) for sale or display for sale of motor vehicle;
(f) for a taxi business or business for the hire of motor vehicles;
(g) as a scrap yard, or yard for the storage or distribution of minerals or the breaking of motor vehicles;
(h) as a hostel;
(i) as a retail warehouse club;
(j) as a spa;
(k) as a massage parlour;
(l) as a funeral parlour;
(m) as a night club;
(n) as a casino;
(o) as a place of religious assembly;
(p) as a shooting range;
(q) as a 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 local planning authority indicates that a greater number is required, be accompanied by three copies of the form and the plans and drawings submitted with it.

(3) Where permission to develop land is granted under this Part, then, except as may be otherwise provided by the permission, the grant of permission shall ensure for the benefit of the land and of all persons for the time being interested therein, 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.

Third Schedule.

8. (1) Subject to the provisions of this Order, the local planning authority may grant for the classes of development described in the Third Schedule as permitted development.Nothing in this paragraph or in the Third Schedule shall operate so as to authorize -

(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 monuments 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 Act.

Acknowledgement of Application for planning permission.

9. (1) Upon receiving an application for planning permission, the local planning authority shall send to the applicant an acknowledgement thereof in the terms (or substantially in the terms) set out in Form A of the Fourth Schedule.

Form A. 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

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

of planning permission

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.

Application for Outline planning permission.

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.

Form A. Acknowledgement of Application for Outline planning permission.

(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.

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

(a) grant permission subject to a condition specifying all 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) of this paragraph, requires the applicant to furnish further details, the applicant may either-

(a) furnish the information so required by the local planning authority (in which event the application shall be treated as if it has been received on the date when such information was furnished and had included such information); or

(b) appeal to the Minister under section 13 of the Act as if the 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 he may make an application for 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 determinations 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-

(a) specify the land to which the proposal relates;

(b) contain a description of the operations of the land;

(c) describe the change of use proposed.

Fourth Schedule. Form A

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

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

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

(a) state the reasons for the determination

(b) inform the applicant of the right of appeal under section 13 of the Act.

(5) An appeal under sub-paragraph (4) shall be made under section 13 (1) of the Act and a copy of the appeal shall be given to the local planning authority.

Notification of decision or determination.

17. (1) Except where otherwise provided, the period within which the local planning authority shall give notice to an applicant of its decision or determination shall be three months from the date of application or such extended period as may, at any time, be agreed upon in writing between the applicant and the local 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 12 that the carrying out of operations or the making of a change in the use of land would constitute or involve development of the land; or

Form B Fourth Schedule.

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

Requiring additional information.

18. (1) The local planning authority in determining any application may direct in writing-

(a) supply any further information and plans and drawings necessary to enable them to determine the application except in the case of outlined planning permission; 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 paragraph 14 (1)(a) within thirty days of the date of receipt of the notice requiring such information or such longer period as the local planning authority may think adequate in the circumstances shall be deemed to have withdrawn the application and shall be advised accordingly.

Consultation by local planning authority/Authority

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

(a) a neighbouring local planning authority, where it appears to the first mentioned 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, 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

(iv) affecting or likely to affect any natural water course; or

(v) such significant increase in traffic that the town planning and traffic engineering consideration cannot be considered in isolation from the detailed engineering implications of any such development;

(c) the Minister responsible for agriculture where the development involves a change of use of more than two hectares of land in an area used or capable of being used for agriculture, but the land shall not include land zoned by the Authority as land to be used for some other purpose; or

Appendix 3 Fifth Schedule

(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 -

(a) makes a recommendation to the planning authority, the planning authority shall, before granting permission, whether conditional or unconditional, consider the recommendation; or

(b) fails to make a recommendation within six weeks from the date of the consultation the local planning authority shall deal with the application unless the body agrees in writing that it is unable to meet the deadline and requests a further extension.

APPLICATIONS 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) against the failure of the local planning authority of the Authority, to give notice of their decision or determination as the case may be,
(d) against the refusal of the planning authority to approve details which were reserved when an outline planning permission was given or against their decision approving the details subject to conditions shall give notice of appeal to the Minister copying that notice to the local planning authority, or the Authority, as the case may be-
(i) within one month of the receipt of notice of decision or determination; or
(ii) within one month of the expiry of the period specified in paragraph 13(1) of this Order, or such longer period as the Minister may, at any time, allow.

(2) The applicant shall also furnish to the Minister a copy of the following documents -
(a) the application made to the local planning authority;

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

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

(4) A copy of the notice of appeal made under sub-paragraph 21(1) shall be sent to the local planning authority or Authority as the case may be.

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 for such decision or determination;
(d) the date and effect of any decision, or determination, of the Minister on appeal, in respect of the application;
(e) the date of any subsequent approval given in relation to the application

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

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

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

Information on applications to be given to Minister

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, such 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.

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. Fifth Schedule.

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

Revocation

27. Subject to paragraph 25, the Town and Country Planning (Saint Catherine Coast) Confirmed Development Order, 1965, the Town and Country Planning Petrol Filling Station (Saint Catherine) Development Order, 1964, are hereby revoked, but without prejudice to any permission granted or determination made thereunder.

Savings.

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

FIRST SCHEDULE (Paragraphs 2 and 4)

DESCRIPTION OF BOUNDARIES

Part I

Portmore Development Order Area

Starting at the point where the St. Catherine and St. Andrew parish boundary meets westerly along the Fresh River; then south-easterly and along the Fresh River to where it meets the Salt River/Duhaney River; then south-easterly and along this river to where it enters the Sandy Gully; then south-easterly and along the Sandy Gully to where it enters the Hunts Bay; then southerly and in a straight line from this point to where it meets the Portmore to Kingston Causeway; then north easterly and along this road to where it meets the St. Andrew and St. Catherine Parish boundary at the bridge and then to the coastline; then south westerly and along the coastline to the point where the Salt Island Creek enters the Galleon Harbour; then northerly and along the Salt Island Creek to and along the Hellshire Parish Council Division to where it meets the Braeton Boulevard; then south easterly along Braeton Boulevard to where it meets the drain behind the western boundary of the Daytona community; then northerly and along this drain parallel to the northern boundary of the communities of Daytona, Monza and Portmore Pines to the Greater Portmore Bypass Road; then north easterly and along the Greater Portmore Bypass Road to Weeton Drive; then south easterly and along Weeton Drive to where it meets the Naggo Head – Gregory Park Secondary Road; then north easterly along this secondary road to where it meets the railway track; then south-westerly along this railway track to where it meets the southern part of the Gregory Park Parish Council Division; then northerly along this division to the starting point.

Part II

Local Planning Areas in Portmore Development Order Area

The description of the local planning areas boundaries for Portmore North and South are indicated at the beginning of the Policies and Guidelines for the two areas in Sub-section 2 of the Order.

Portmore North Boundary

Starting from the roundabout at Dyke Road moving in an easterly direction along that road; thence south-easterly, one lot deep east of Dyke Road to the coast of Dawkins Pond; thence generally south-easterly along the coast of the pond until the point where it meets the north side of the Highway 2000 Road; thence north-easterly along the Highway 2000 Road to the boundary of the Portmore Municipality where it meets the Toll Bridge; then south-easterly crossing the bridge in a straight line to the seacoast; thence southerly along the coastline passing the Forum Beach, Green Bay to the end of Old Road (at the old Hellshire Beach) leading to the Hellshire main road; thence northerly and north-easterly along the western boundary of the property to where it meets the southern boundary of land registered at Volume 533 and Folio 79; thence north-easterly along this southern boundary to where it meets the 160 contour line; thence north-westerly along this contour line to

where it meets a track; thence westerly along this track for 408 metres; thence northerly in a straight line from this track (at the 408 metres mark)to meet the southern boundary of Braeton Phase 1 (foot of the hill) at Dolphin Avenue; thence north-easterly along this southern boundary to where it meets the southern boundary of Marine Park; thence northerly along the Marine Park southern boundary to where it meets a drain; thence north-easterly and along this drain to where it meets the Marine Park Housing Scheme Boundary; thence westerly and north-westerly along this boundary to where it meets Braeton Road; thence north-easterly and along Braeton Road to where it meets Naggo Head Drive; thence north-westerly along Naggo Head Drive to where it crosses the West Bank Gully; thence northerly and along the West Bank Gully to where it meets Weeton Drive; thence north-westerly and along Weeton Drive to its end where it meets Municipal Boulevard; thence northerly along this road back to where it meets the roundabout at the starting point.

Portmore South Boundary

Starting from the point on the Municipal Boulevard opposite Weeton Drive; thence south-westerly and along the Municipal Boulevard to where it meets the Spanish Town to Braeton Secondary Road; thence westerly and along the Spanish Town to Braeton Secondary Road to where it meets a service road leading to the Caribbean Boulevard; thence south-westerly along this service road to where it meets Caribbean Boulevard; thence south-westerly and along Caribbean Boulevard to where it meets the Salt Pond Road (Dunbeholding Road); thence south-easterly and along the Salt Pond Road (Dunbeholding Road) to where it meets the western boundary of the Portmore Sub-Regional Centre (Portmore to Clarendon Highway 2000 Corridor Development Plan 2004-2025); thence south-westerly and southerly along this boundary to the seacoast; thence north-easterly and along the seacoast to where it meets a land registered at Volume 1384 and Folio 49 at Old Road; thence northerly and north-easterly along the this property eastern boundary to where it meets the southern boundary of land registered at Volume 533 and Folio 79; thence north-easterly along this southern boundary to where it meets the 160 contour line; thence north-westerly along this contour line to where it meets a track; thence westerly along this track for 408 metres; thence northerly in a straight line from this track (at the 408 metres mark)to meet the southern boundary of Braeton Phase 1 (foot of the hill) at Dolphin Avenue; thence north-easterly along this southern boundary to where it meets the southern boundary of Marine Park; thence northerly along the Marine Park southern boundary to where it meets a drain; thence north-easterly and along this drain to where it meets the Marine Park Housing Scheme Boundary; thence westerly and north-westerly along this boundary to where it meets Braeton Road; thence north-easterly and along Braeton Road to where it meets Naggo Head Drive; thence north-westerly along Naggo Head Drive to where it crosses the West Bank Gully; thence northerly and along the West Bank Gully to where it meets Weeton Drive; thence north-westerly and along Weeton Drive to its end where it meets the West Bank Gully; thence north-westerly from this point in a straight line to meet 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 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 and 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 the use of scrap metal storage or any other dangerous or hazardous materials.

Class 9 – Hotels

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

Class 10 – Residential Institutions

(a) for the provision of residential accommodation and care to people in need of after care. (Other than a use within Class 12 (dwelling houses);

(b) use as a hospital or nursing home;

(c) Use as a residential school, college or training centre.

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.

Class 14 – Assembly and Leisure

Use as:

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

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

THIRD SCHEDULE

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 I - 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 meters or 10% whichever is the greater; (ii) in any other case, by more than 70 cubic metres; (b) the part of the building enlarged, improved or altered would exceed in height the highest part of the roof of the original dwelling house; (c) the part of the building enlarged, improved or altered would be nearer to any highway which bounds the curtilage of the dwelling house than (i) the part of the original dwelling house nearest to that highway; or (ii) 15.24 metres, whichever is the nearest to the highway; (d) the part of the building enlarged, improved or altered would be within 1.5 metres of the boundary of the curtilage 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

(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.

A.4 For the purpose of Class A –

(a) the erection within the curtilage of a dwelling house of any building with a cubic content greater than 10 cubic metres shall be treated as the enlargement of a dwelling house for all purpose including calculating cubic content where any part of that building would be within 5 metres of any part of the dwelling house;

(b) where any part of the dwelling house would be within 5 metres of an existing building within the same curtilage, that building shall be treated as forming part of the resulting building for the purpose of calculating the cubic content.

CLASS B

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

Development not permitted. **B.1** Development is not permitted if –

(a) any part of the dwelling house would as a result of the works, exceed the height of the highest part of the existing roof;

(b) any part of the dwelling house would, as a result of the works extend beyond the plane of any existing roof slope which fronts any highway;

(c) it would increase the cubic content of the dwelling house by more than 40 cubic metres, in the case of a town house or terrace house or 50 cubic metres in any other case;

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

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

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

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

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

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

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

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

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

(ii) other than in the case of an enlargement which joins the original roof to the roof of a rear or side extension it is 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.
Conditions	**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 with a highway.
CLASS E		
Permitted development	**E.**	The provision within the curtilage of a dwelling house of any building or enclosure, swimming or other pool required for a purpose incidental to the enjoyment of the dwelling house as such, or the maintenance, improvement or other alteration of such a building or enclosure.
Development not permitted	**E.1**	Development is not permitted if- (a) it relates to a dwelling or a satellite antenna; (b) any part of the buildings or enclosure to be constructed or provided would be nearer to any highway which bounds the curtilage than- (i) the part of the original dwelling house nearest to that highway, or (ii) 15.24 metres whichever is nearer to the highway. (c) where the building to be constructed or provided would have a cubic content greater than 10 cubic metres and any part of it would be within 5 metres of any part of the dwelling house;

(d) The height of that building or enclosure would exceed-
  (i) 3.66 metres, in the case of a building with a ridged roof; or
  (ii) 3 metres, in any other case;
(e) the total area of ground covered by buildings or enclosures within the curtilage (other than the original dwelling house) would exceed 50% of the total area of the curtilage (excluding the ground area of the original dwelling house); or
(f) in the case of land within the curtilage of a listed building, it would consist of the provision, alteration or 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;

(ii) in the case of an antenna to be installed on a chimney, the highest part of the chimney;

(c) there is any other satellite antenna on the dwelling house or within its curtilage;

Conditions **G.2** Development is permitted by Class G subject to the following conditions-

(a) an antenna installed on a building shall, so far as practicable, be sited so as to minimize its effect on the external appearance to the building;

(b) an antenna no longer needed for the reception or transmission of microwave radio energy shall be removed as soon as reasonable practicable.

Interpretation of Part 1 **1.** For the purposes of Part 1-

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

PART 2 - MINOR OPERATIONS

CLASS A

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

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;

(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 sub-paragraph (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.

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:-

(a) the outlet and its casing would exceed 0.2 cubic metres;

(b) the upstand and outlet would exceed 1.5 metres from surface level;

(c) it is faced onto and is accessible within 6m of a highway;

(d) it is within a site listed as a national monument;

(e) 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.

Permitted not Development **E.1**

Development is not permitted if:-

(a) the building on which the camera would be installed, altered or replaced is a scheduled national monument;

(b) the dimensions of a camera including its housing exceed 0.75 metres by 0.25 metres by 0.25 metres;

(c) any part of a camera would, when installed, altered or replaced, be less than 2.5 metres above ground level;

(d) any part of a camera would, when installed, altered or replaced, protrude from the surface of the building by more

than 1 metre when measured from the surface;

(e) any part of a camera would, when installed, altered or replaced, be in contact with the surface of the building at a point which is more from any other point of contact;

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

(i) the camera is as far as practicable, sited so that its effect on the external appearance of the building on which it is situated is minimized; and

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

Interpretation of Class E

E.3 For the purposes of Class E –

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

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

General Notice

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

PART 3 – DEVELOPMENT BY LOCAL AUTHORITIES

CLASS A

Permitted development

A. The erection or construction and maintenance, improvement or other alteration by a 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

(b) planning permission is required for those operations but is not granted or deemed to be granted

Conditions **A.2** Development is permitted subject to the conditions that, when the operations have been carried out-

(a) any building, structure, works, plant or machinery permitted by this Class shall be removed, and

(b) any adjoining land on which development permitted by this Class has been carried out shall as soon as reasonably practicable, be reinstated to its condition before that development was carried out.

CLASS B

Permitted development	**B.**	The use of any land for any purpose for not more than 28 days in total in any calendar year, of which not more than 14 days in total may be for the purpose of the holding of a market or motor car and motor cycle racing including trials for speed and practicing for these activities, and the provision on the land of any moveable structure for the purposes of the permitted use.
Development not permitted	**B.1**	Development is not permitted if – a) the land in question is a building or is within the curtilage of a building, or b) the land is, or is within, an area of special scientific interest and the use of the land is for – (i) motor car and motor cycle; racing or other motor sports (ii) clay pigeon shooting; or (iii) any war game.
Interpretation of Class B	**B.2**	**"war game"** means an enacted, mock or imaginary battle conducted with weapons which are designed not to injure (including smoke bombs, or guns or grenades which fire or spray paint or are otherwise used to mark participants), but excludes military activities or training exercises organised by or with the authority of the Jamaica Defence Force.

Class C

Permitted Development	**C**	The temporary use of any land or building for a period not exceeding nine months in any twenty-four month period for the purpose of commercial film making and the provision of temporary structures on the land for that purpose.
Development not Permitted	**C.1**	Development is not permitted if:- (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 that:- (a) any development on the land must as soon as is practicable be removed at the end of filming; (b) the land must be returned to its original condition before the development took place.
Interpretation of Class C	**C.3**	"commercial film-making" – means filming for broadcast or transmission but does not include the filming of persons paying to visit the site to participate in any leisure activity on the site.

PART 4A – *Non-Domestic Extensions And Alterations*

Class A **Permitted Development**	**A**	The extension or alteration of a shop, financial or professional service establishment.
Development not Permitted	**A.1**	Development is not permitted if:- (a) the gross floor area of the original building would be exceeded by more than 50% or 100 square metres (whichever is lesser); (b) the height of the extension would exceed 4 metres; (c) any part of the development would be on land which is used for residential purpose or institution; (d) any part would extend beyond an existing building front; or (e) would involve the erection of a new building or the alteration or replacement of an existing one.
Conditions	**A.2**	Development is permitted subject to the following conditions:-

(a) any alteration is at ground floor level only; or

(b) any extension or alteration is to be used as part of, or for a purpose incidental to the use of the shop, financial or professional service establishment only.

Interpretation **A.3**

Shop, financial or professional services establishment means a building or part of a building used for any purpose within the Class 1 or 2 of the Use Classes Order and includes buildings with other uses in other parts as long as they are not in the part being altered and where there are two buildings in the same curtilage they are to be treated as one in making any measurement.

Class B
Permitted Development **B**

The extension or alteration of an office building.

Development not Permitted **B.1**

Development is not permitted if-

(a) the gross floor space of the original building would be exceeded by more than 50% or 100 square metres (whichever is lesser);

(b) the proposed height of the building would exceed if within 10 metres of a boundary of the curtilage of the premises, 5 metres; or in all other cases, the height of the building being intended;

(c) any part of the development other than an alteration would be within 5 metres of the curtilage of the premises.

Conditions **B.2**

Development is permitted subject to the following:-

(a) any office building as extended or altered be used only for a purpose related to that building; and

(b) any alteration is at the ground floor level only.

Interpretation **B.3**

Where two or more original buildings are within the same curtilage and are being used for the same

undertaking they are to be treated as a single original building in making any measurements or calculation.

Class C
Permitted Development **C**

Development consisting of:-

(a) the provision of hard surface within the curtilage of an office building to be used for the relevant office; or

(b) the replacement in whole or in part of such a surface.

Development Not Permitted **C.1**

Development is not permitted if the cumulative area of hard ground coverage would exceed 50 square metres.

Conditions **C.2**

Development is permitted subject to:-

(a) where there is a risk of ground water contamination the hard surface is not made of porous material; and

(b) in all other cases the hard surface is made of porous material; or

(c) provision is made to direct run-off from hard surface to a permeable or porous area within the curtilage of a building.

Class D
Permitted Development **D**

The erection, extension or alteration of an industrial building or warehouse.

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
Conditions	**D.2**	(e) any part of it would be within 5 metres of any boundary of the curtilage of the premises.
		Development is permitted subject to:-
		(a) the proposal being within the curtilage of an existing industrial building or warehouse; or
		(b) any building erected, extended or altered is only to be used for industrial purposes in the case of an industrial building and for storage or distribution in the case of a warehouse building; or
Interpretation	**D.3**	(c) any extension or alteration is constructed using similar external material to the existing building.
		Where two or more original buildings are in the same curtilage and used for the same purpose they are to be treated as a single original building for the purpose of the measurements.
CLASS E **Permitted Development**	**E**	
Development not Permitted	**E.1**	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
Conditions	**E.2**	Development would not be permitted if it would be in the curtilage of listed building or heritage site.
		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**	
Development not Permitted	**F.1**	

The erection, extension or alteration of a school, college, university or hospital.

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.

(b) if any part of the development would be within 5 metres of the curtilage of the site;

(c) if as a result of the development any land used as a playing field up to five years before the commencement of the development could no longer be used as such;

(d) if the height of the building when extended or altered would increase the height of the existing building;

(e) unless the predominant use of the buildings on site is for the provision of education and medical or health services respectively.

Conditions **F.2**

Development is permitted subject to the following conditions:-

(a) the proposal is within the curtilage of an existing school, college, university or hospital;

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

(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 not Permitted	**G.1**	Development consisting of hard surfaces for schools, colleges, universities or hospitals or the replacement in part or whole of such a surface. Development is not permitted if:- (a) the cumulative area of the ground covered by hard surface within the curtilage of the site would exceed 50 square metres; or
Conditions	**G.2**	(b) any land used as a playing field any time before the development commenced could no longer be so used. Development is permitted subject to the following:- (a) where there is risk of ground water contamination, the hard surface is not made of porous material; or (b) provision is made to direct run-off from the hard surface to a permeable or porous area or surface within the curtilage of the institution.

PART 5 – AGRICULTURAL BUILDINGS AND OPERATIONS

Class A **Permitted development**	**A.**	Development on units 2.0 hectares or more- The carrying out on agricultural land comprised in an agricultural unit 2.0 hectares or more in area of- (a) works for the erection, extension or alteration of a building, or (b) any excavation or engineering operations, which are reasonably necessary for the purposes of agriculture within that unit.
Development not permitted	**A.1**	Development is not permitted if – (a) the development would be carried out on a separate parcel of land forming part of the unit which is less than 0.4 hectare in area; (b) it would consist of, or include, the erection, extension or alteration of a dwelling; (c) it would involve the provision of a building, structure or works not designed for agricultural purposes; (d) the ground area which would be covered by-

(i) any works or structure (other than a fence) for accommodating livestock or any plant or machinery arising from engineering operations; or

(ii) any building erected or extended or altered by virtue of this Class, would exceed 465 square metres, calculated as described in paragraph D.2;

(e) the height of any part of any building, structure or works within 3 kilometres of the perimeter of an aerodrome would exceed 3 metres;

(f) the height of any part of any building, structure or works not within 3 kilometres of the perimeter of an aerodrome would exceed 12 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 land which are connected with fish farming.

Conditions.

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

(a) where development is carried out within 400metres 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-

(a) the erection, extension or alteration of a building;

(b) the formation or alteration of a private way;

(c) 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

(d) the placing or assembly of a tank in any waters is permitted by Class A subject to the following conditions:

(i) 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 of the deposit or the siting and appearance of the tank, as the case may be;

(ii) 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,

(iii) the development shall not be begun before the occurrence of one of the following-

I. the receipt by the applicant from the local planning authority of a written notice of their

determination that such prior approval is not required;

II. where the local planning authority gives the applicant notice within 28 days following the date on which the 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;

(iv) (I) where the local planning authority gives the applicant notice that such prior approval is required the applicant shall display a site notice by site display on or near the land on which the proposed development is to be carried out, leaving the notice in position for not less than 21 days in the period of 28 days from the date on which the local planning authority gave the notice to the applicant;

(II) the applicant shall not be treated as not having complied with the requirements of sub-paragraph (i) if the site notice is, without any fault or intention of his, removed,

obscured or defaced before the period of 21 days referred to in that subparagraph has elapsed, if he has taken reasonable steps for its protection and, if needs be, replacement;

(v) 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

(vi) 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

Permitted development

B. **Development on Units of Less Than 2.0 Hectares.**

The carrying out on agricultural land comprised in an agricultural unit of not less than 0.4 but less than 2 hectares in area of development consisting of-

(a) the extension or alteration of an agricultural building;

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

Development not permitted **B.1** Development is not permitted by class B if-

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

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

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

Conditions

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

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

(a) that waste materials are not brought on to the land from elsewhere for deposit unless they are for use in works described in Class B (a), (d) or (e) and are incorporated forthwith into the building or works in question; and

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

Class C

Permitted Development **C.** **Mineral Working for Agricultural Purposes.**

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

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

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

Interpretation of Part 5 **D.1** For the purposes of Part 5-

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

"agricultural unit" means agricultural land which is occupied as a unit for the purposes of agriculture, including-

(a) any dwelling or other building on that land occupied for the purpose of

farming the land by 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 -

(a) a building within the agricultural unit;

(b) 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;

(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 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 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 planning authority of a written notice of their determination that such prior approval is not required;

(ii) where the local planning authority gives the applicant notice within 28 days following the date of receiving the application of their determination that such prior approval is required, the giving of such approval;

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

(d) where the local planning authority gives the applicant notice that such prior approval is required:-

(i) the applicant shall display a site notice by site display on or near the land on which the proposed development is to be carried out, leaving the notice in position for not less than 21 days in the period of 28 days from the date on which the local planning authority gave the notice to the applicant;

(ii) the applicant shall not be treated as not having complied with the requirements of sub-paragraph (i) if the site notice is, without any fault or intention of his, removed, obscured or defaced before the period of 21 days referred to in that sub-paragraph has elapsed, if he has taken reasonable steps for

its protection and, if need be, replacement;

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

(i) where prior approval is required, in accordance with the details approved;

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

(f) the development shall be carried out-

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

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

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

Interpretation **A.3** For the purposes of this class -

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

"site notice" means a notice containing -

(a) the name of the applicant;

(b) the address or location of the proposed development;

(c) a description of the proposed development and of the materials to be used;

(d) a statement that the prior approval of the authority will be required to the siting, design and external appearance of the building or, as the case may be, the siting and means of construction of the private way,

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

PART 7 - REPAIRS TO UNADOPTED STREETS AND PRIVATE WAYS

CLASS A

Permitted development

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

General Note

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

PART 8 - REPAIRS TO SERVICES

CLASS A

Permitted development

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

Permitted development

Development at an airport

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

Development not permitted

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

(a) the construction or extension of a runway;

(b) the construction of a passenger terminal the floor space of which would exceed 500 square metres;

(c) the extension or alteration of a passenger terminal, where the floor space of the building as existing at the date of coming into force of this Order or, if built after that date, of the building as built would be exceeded by more than 15 per cent;

(d) the erection of a building other than an operational building;

(e) the alteration or reconstruction of a building other than an operational building, where its

design or external appearance would be materially affected.

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

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

(2) Development falls within this paragraph if-

(a) it is urgently required for the efficient running of the airport; and

(b) it consists of the carrying out of works, or the erection or construction of a structure or of an ancillary building, or the placing on land of equipment, and the works, structure, building, or equipment, do not exceed 4 metres in height or 200 cubic metres in capacity.

Class B

Air navigation development at an airport

Permitted development **B.** The carrying out on operational land within the perimeter of a relevant airport by a relevant airport operator or its agent of development in connection with-

(a) the provision of air traffic control services;

(b) the navigation of aircraft using the airport; or

(c) the monitoring of the movement of aircraft using the airport.

Class C		Air navigation development near an airport
Permitted development	**C.**	The carrying out on operational land outside but within 8 Kilometres of the perimeter of a relevant airport by a relevant airport operator or its agent, of development in connection with- (a) the provision of air traffic control services; (b) navigation of aircraft using the airport; or (c) the monitoring of the movement of aircraft using the airport.
Development not permitted	**C.1**	Development is not permitted by Class C if- (a) any building erected would be used for a purpose other than housing equipment used in connection with the provision of air traffic control services, with assisting the navigation of aircraft or with monitoring the movement of aircraft using the airport; (b) any building erected would exceed a height of 4 metres; (c) it would consist of the installation or erection of any radar or radio mast, antenna or other apparatus which would exceed 15 metres in height, or where an existing mast, antenna or apparatus is replaced, the height of that mast, antenna or apparatus if greater.
Class D		*Development by Civil Aviation Authority within an airport*
Permitted Development	**D.**	The carrying out by the Civil Aviation Authority or its agents, within the perimeter of an airport at which the Authority provides air traffic control services, of development in connection with- (a) the provision of air traffic control services; (b) the navigation of aircraft using the airport; or (c) the monitoring of the movement of aircraft using the airport.

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

Condition	**F.1**	Development is permitted by Class F subject to the condition that on or before the expiry of a 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	**G.**	Development by the Civil Aviation Authority for air traffic control etc.
Permitted Development	**G.1**	The use of land by or on behalf of the Civil Aviation Authority to provide service and facilities in connection with- (a) the provision of air traffic control services; (b) the navigation of aircraft; or (c) the monitoring of aircraft; and the erection or placing of moveable structures on the land for the purpose of that use.
Condition	**G.1**	Development is permitted by Class G subject to the condition that, on or before the expiry of the period of 6 months beginning with the date on which the use began, the use shall cease, and any structure shall be removed, and the land shall be restored to its condition before the development took place, or to any other condition as may be agreed in writing between the local planning authority and the developer.
Class H		*Development by the Civil Aviation Authority for surveys, etc.*
Permitted Development	**H.**	The use of land by or on behalf of the Civil Aviation Authority for the stationing and operation of apparatus in connection with the carrying out of surveys or investigations.

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

General Note:

This Part grants permission for development by:

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

(2) the Civil Aviation Authority in connection with air traffic control services, air navigation and monitoring services.

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

(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

NOTICES

FORM A

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

Your application dated _____
(insert date)

for development at _____
(insert address)

_____

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

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

FORM B

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

TO BE ENDORSED ON NOTICES OF DECISION

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

them, having regard to the provisions of section 11 of the Act and of the Development Order and to any directions given in the Order.

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

FORM C

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

Name of Applicant _____

Address _____

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

Application dated _____ for a
(insert date)

development at _____
(insert address)

_____

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

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

FIFTH SCHEDULE (Paragraphs 2, 4, 16 and 23)

MATTERS TO BE DEALT WITH BY THE PLAN

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 I – THE PLANNING FRAMEWORK

STATEMENTS

PORTMORE DEVELOPMENT ORDER AREA

The boundaries of the Municipality of Portmore Provisional Development Order Area are indicated in Section 1. The following is a summary of the characteristics of the area which provides background information for the objectives and policies mentioned above.

The Municipality of Portmore is located in the south-eastern section of the island in the Parish of St. Catherine and the county of Middlesex at latitude 17°57′N and longitude 76°53′W. The Development Order Area has a land mass of approximately 178.66 square kilometres and is bounded by the St. Catherine Area Development Order Area to the North and West, Kingston and St. Andrew to the east and extends to the St. Catherine coast in the south (but does not include the territorial waters). A detailed description of the boundary is outlined in the First Schedule and delineated on Map 1 attached hereto.

HISTORY

Before the arrival of the Spanish, the Order Area was inhabited around the 900 A.D by the Tainos (also known as the Arawaks), who were fishers and farmers. They had several settlements at Port Henderson's Hill, the Great Salt Pond, Two Sisters Cave, Hellshire Hills, Rodney's House, Wreck Point and Naggo Head.

Subsequent to the arrival and capture of the island by the English in the 1600's, from the Spanish who settled it in 1494, a number of freed slaves (Maroons) fled the plains and established settlements in the Hellshire Hills. By 1700, after the English captured the island from the Spanish, they established new harbour facilities at Passage Fort (by Kingston Harbour). Additionally, lands were distributed and established as agricultural properties (pens) such as Reid's Pen, Salt Pond Pen and Cumberland Pen. These pens were small estates whose main purpose was to supply goods to larger estates. The majority of modern Portmore is built on a large coastal property referred to as Portmore Pen.

Although agriculture remained an important sector in the region, due to increase demand for housing in Kingston in the 1950s to 1960s, the Portmore Land Development Company Limited was created to oversee the development of the housing projects in the Order Area. The first Housing scheme was called Independence City, followed by Edgewater villas, Waterford, Gregory Park and Bridgeport. After these communities were established, the Greater Portmore Development Scheme was built with a number of accompanying social facilities such as schools, a town centre, and churches. As a result of the rapid development and expansion of the development order orea, a bill was passed granting Portmore Municipal status in 2003 giving them the right to manage their own affairs. The most considerable aspect of the development of Portmore is its status as the largest residential area in the Caribbean.

DEMOGRAPHY

Population Size and Growth

Data from STATIN (2011) indicated that the population of Portmore was 168, 342 persons which represented a 9.25 % increase from the previous census period in 2001. The 1991 population which had a total of 89,886 persons increased by 64, 197 persons (71.42%) in 2001 giving a total of 154,083.

The North Local Planning Area of Portmore in 2011 had a total population of 94,336; which accounts for 56.04% of Portmore's population. In 2001 the Local Planning Area had a total of 80,359 persons, a 0.77% increase from the 1991 figure of 79,747. The highest growth rate among the three census periods of the North Local Planning Area was experienced during the 2001-2011 timeframe accounting for 17.39%.

The South Local Planning Area of Portmore in 2011 had a total population of 67, 581; which represents 41.15% of the total population. The population decreased to -5.01% from the 2001 census period, which had a total population of 71, 181 persons. In 1991, the South Local Planning area had a total of 9, 162 persons. In other words from 1991 to 2001 the South Local Planning area for Portmore grew approximately seven times (676.91%) during the ten year period.

Population Composition

According to the 2011 census, males accounted for 46.16% of the population of Portmore while females accounted for 53.84%. This represents a marginal change in the composition over that of *the 2001 census* period where males and females accounted for 46.36% and 53.64% respectively.

NATURAL RESOURCES

Natural resources in the development order area are not as widespread but includes commercially exploitable minerals such as a variety of limestone, marble, sand and gravel; and natural features such as wetlands, rivers and groundwater (aquifer) recharge systems.

Minerals

The development order area has significant reserves of sand, gravel and limestone that are utilized by the mining and quarrying industries. There is one delineated quarry zone with several active and

inactive quarry sites where mining is permitted, as well as some that are currently operating outside of the designated zones.

Marble was once mined from quarries in the Hellshire Hills Area by the Urban Development Corporation before they ceased operation. This marble was used mainly in the terrazzo-tile industry.

Water Resources

The water resources of Portmore consist of both surface and underground water. Fresh water is perennially available mainly from the Rio Cobre, Rio Pedro, Indian River and Rio Doro and seasonally from numerous intermittent streams most of which traverse from northern St Catherine. Fresh to brackish water is available from the Fresh River, Salt Island Lagoon, Salt Island Creek, Coleburns Gully, and from the lower reaches of the Rio Cobre.

The development order area also has limestone and alluvial aquifers. In the limestone aquifer, water enters the recharge areas and flows to discharge points such as abstraction wells, springs and probably the sea. There is a radial flow pattern from the limestone towards Caymanas, Bernard Lodge area and Hellshire Hills.

The Caymanas Bernard Lodge area also receives ground water flow from the limestone outcrops, east of the Rio Cobre. A great part of the flow in this aquifer takes place below the Caymanas-Bernard Lodge area. This also includes the flow to Ferry Spring. The highest transmissivity values are encountered east of the Rio Cobre. At present the Portmore/Hellshire sub-district is drained mainly by the Rio Cobre River.

Coastal Features

The coastal and marine area of Portmore comprises the wetlands of Amity Hall, Salt Island Lagoon, Manatee Bay, Coquar Bay, Colemans Bay, Walker Bay, Long Bay, Ridleys Bay, Cabarita Point, Long Pond, Hellshire Bay, The Flashes, Great Salt Pond and Dawkins Pond.

Several coastal lagoons are also found near Hellshire, Manatee Bay, Old House Point and Louzy Bay. The Great Salt Pond is also a part of Hellshire Bay; however unlike the other lagoons which are fully enclosed this pond would periodically open to the sea.

CONSERVATION OF THE NATURAL AND BUILT ENVIRONMENT

Natural Environment

A section of the development order area also falls within the boundaries of the Portland Bight Protected Area which is a recognised Ramsar Site (2006) comprising of wetlands and cays. The area also consists of the Hellshire Hills' expansive dry limestone forest reserve. This is a relatively dry area that receives precipitation averaging less than 100 cm annually. It is mainly rugged limestone hills that arise from the karst topography which makes up most of the island and is predominantly porous resulting in little surface retention of water in the area.

Aquifer Protection

An Aquifer Protection Zone was declared by way of a Cabinet Note in 2003. This zone is located in the north eastern section of the Order Area and contains water resources which currently contribute a significant amount of potable water to supply the needs of residents in Portmore.

Wetland
The area of wetland known as the Flashes and the Great Salt Pond have been assessed as having the second largest crocodile population in the parish of St. Catherine.

The Cabarita swamp is situated west of the Hellshire Hills adjacent to the Galleon Harbour. It is mostly a marine wetland as there are no fresh water rivers or springs with rain being the only source of fresh water.

The swamp is composed of three distinct types of habitats: shallow lagoons, mud flats and mangrove forests.

Forestry/Vegetation Cover
The forestry in this region is dominated by lowland semi-deciduous forest with mixtures of evergreen-drought deciduous, mixed evergreen shrubland with succulents and mixed evergreen shrubland with extreme xenomorphs. All three forest types also comprise the very dry limestone forests of the Hellshire Hills and Port Henderson Hills.

The Hellshire Hills is approximately 114 kilometres in size and represents the largest remaining intact dry limestone forest in Jamaica. The area is the last known habitat for the Jamaican Iguana (Cyclura collie) and is inhabited by other rare endemic species including the Jamaican Boa (Epicrates subflavus) and the Jamaican Hutia, (Geocaproyms brownie).

Built Environment
The Portmore development order area has several sites which are of national and local interest and should be protected. There is the Rodney's Arms, a heritage building which is of historical interest due to its past activity as an outpost for protecting the Kingston Harbour. The island's only race track "Caymanas Park" is also located within this area as well as Jamworld which is an entertainment complex noted for hosting entertainment activities.

"Green Bay", owned by the Jamaica Defence Force, is a firing range and training facility. There are remnants of early construction along the bathing beaches of Hellshire and Fort Clarence. There are also small hotels and guesthouses which are designated as historic sites.

Hazard Vulnerability
Most of the residential and other occupied land in Portmore are located on or along the Rio Cobre flood plain and on reclaimed land and as such are vulnerable to three main hazards. These are flooding, earthquakes and storm surges. The degree of vulnerability of residential and commercial areas to these hazards will depend on the controlled management of development within the development order area.

NATURAL CONDITIONS

Topography
The development order area is situated on the low lands of the St. Catherine plains with the exception for the highlands of Port Henderson Hills and Hellshire hills near the coast. The Port Henderson Hills is an anticline which rises to a height of 213 m (698 ft.) above sea level. The St. Catherine plains form an alluvial fan which converge near Spanish Town and slopes gently to the sea. The

highest elevation is 6.1m (20ft).

Geology and Lithology
The development order area boundary comprises of three main geological formations:
1. The "basal" younger Liguanea Alluvium by "deltaic" deposits
2. The limestone hills, which is comprised of both yellow and white limestone, and
3. The Marsh and salinas

The Younger Liguanea Alluvium
Portmore is situated on the younger alluvium Liguanea Formation that overlies the rocks of the White Limestone Group. The Liguanea Formation comprises of alternating layers of clayey grits, sands and silts by "deltaic" deposits from the Plio-Pleistocene epoch. The true thickness of the Liguanea Formation is generally unknown.

The Limestone Hills
Port Henderson Hill, the most prominent feature in the Portmore Municipality, is predominantly comprised of limestone. It also contains the Lazaretto Inlier in which outcrops of schist, a metamorphic rock from the Port Henderson Hills at Green Bay, is believed to date from the late Jurassic Period. The Port Henderson Hills also has minute outcropping of Grants Pen Clay Formation (Eocene age). The lithology of Port Henderson Hill includes limestones of the Troy Formation (Eocene), Newport Formation (lower Miocene) and August Town Formation (Upper Miocene).

Hellshire Hills has an isolated expanse of white limestone which rises on the coast at the southern edge of the plains. The White Limestone formation is the largest lithological unit in the parish. The limestone is normally very hard and remarkably pure, often with chalky or flinty beds, although occasionally there may be some beds being softer and more rubble in nature. Hellshire Hills also comprised of rocks of the Newport Formation.

2.1 White Limestone Group
The White limestone group is comprised of the Troy Dolomite and the Newport Formation. They are located in and constitute the bulk of the Hellshire and Port Henderson Hills. The Troy Dolomite formation can only be observed outcropping on the Port Henderson Hills of the project area. It overlaps the Grants Pen clays of the yellow limestone group with a minimum of 300ft and a maximum of 500ft. The outcrop in the Port Henderson Hills is an area of gently rounded topography in contrast to the fretted and jagged terrain of the Newport Formation. The Newport Formation outcrops through the Hellshire hills.

2.2 Yellow limestone Group
This formation is only seen in the Rodney Lookout area where it consists of a variable series of clays, sands, white marl and conglomerates. From drilling investigations, Grants Pen Clay is overlain and overlapped by the Troy Limestone of the White Limestone Group and appears to be more than 130ft.

Soils formed of white and yellow limestones are generally loamy and skeletal. They are excessively drained and shallow and with the surface layer generally of a thickness ranging from 5 to 20cm. Run off is high due to steep slopes (more than 20%). Permeability is also high.

Upper Coastal Group
Gravels exist in the form of alternating clayey grits, silts and sands. Sediments are poorly sorted and sub-angular with high clay content. The north-eastern section of Portmore except for Hellshire and Port Henderson Hills is covered by a broad spread of alluvium deposits. These deposits may be as thick as 400ft and thickening in a south-eastern direction. Permeability is variable, tending to be low if clay content is high or if soil is both well graded and compact.

Land Capability
The area has an agricultural land capability ranging from Class II – V with the majority falling in the Class V range and deemed not suitable for cultivation and should remain in natural vegetation. There are however few exceptions of fertile soils in areas such as Bernard Lodge and Caymanas where soils are quite fertile and rich in alluvial deposits due to flooding from the Rio Cobre. Sugar Cane estates were subsequently established for the production of sugar mainly for export. Banana plantations were also present in Port Henderson. Smaller land holdings were also used to produce a mixture of domestic crops.

Climate
Quite considerable differences in climate occur in Portmore especially with regards the time of the year and between areas of low elevations versus areas of a higher elevation.

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

Humidity
Portmore has a relatively high humidity. The usual range of humidity is for saturation at about 4:00am, dropping quickly after sunrise to 60 percent -70 percent, until about 3:00pm, when it begins to rise again.

Rainfall
There are two wet seasons and two dry seasons, each with a major and minor. There are no rainless months, but the driest months of the year for Portmore are December to March, while July to August is relatively dry. The wettest season of the year is September to November, while April to May is relatively wet.

Prevailing Winds
Usually gentle to moderate trade winds blow for most of the year over St. Catherine to include Portmore, from northeast, east and south-east. In the rainy season from September to November, heavier winds accompanied by cooler weather and much rain may blow for as long as 3-4 days at a time. In addition, the entire parish of St Catherine is susceptible to occasional hurricanes, bringing devastating winds and torrential rains which are of catastrophic or moderate effect, this period is usually between June and November.

Hydrology
The Portmore/Hellshire sub-district is located in the Rio Cobre basin, which is further sub-divided

into two sub basins, and their hydro-stratigraphic units.

Drainage

The drainage system in the development order area is comprised of natural earth drains and manmade gullies. Within the developed areas, major drains are constructed to carry storm water run-off to the sea. The Ferry River, Barnes Creek, Naggo Head Spring, and Campeache Gully which are all seasonal springs also play an important role in the drainage system.

Portmore also has a series of irrigation channels and earth drains especially in areas zoned for agriculture purposes. However, it has been observed that the drainage system creates a problem for the water quality obtained from the wells in the area. Prior to the 1970's, fields were initially irrigated with fresh water from the Rio Cobre River and other water sources. Which filtered through the fields and into the sea providing a natural equilibrium between saline water from the sea and fresh water from the land. However, due to a reduction in the volume of fresh water the above mentioned equilibrium has been disturbed. The result has been the salinization of hitherto agricultural lands.

Climate Change

The diverse and unique natural environment of the Order Area, like most of Jamaica, is highly vulnerable to climate change impacts. With an extensive coastline, it will be impacted directly by storm surges and sea level rise. With sea levels rising the effects on the coastal areas will be severe, and include erosion and coastal land subsidence. The hilly interior is not likely to be spared. Some areas of the watersheds are degraded and will likely lead to worsening impacts of flooding and landslides without developmental controls. Water availability and supply will be impacted by the changes in rainfall and any further impact to the watershed.

All development sectors should be encouraged to include green technologies such as renewable energy where possible, in line with the Climate Change Policy Framework and the National Energy Policy. Additionally, climate change adaptation strategies should be included in all development considerations.

ECONOMIC ACTIVITY

The main economic activities in the Portmore Development Order Area are commercial and office activities, tourism, industrial and agriculture. Mining and quarrying (limestone) operations contribute to the economy albeit on a minimal scale. Although there is a diverse range of economic activities, the majority are small scale entities and the impact on employment being relatively low when compared to the size of the working population.

There are many tourism facilities within the development order area to include Rodney's Arm, Two Sisters Cave, Hellshire Beach and Fort Clarence Beach. However, despite the rich historical background and rustic beauty of these sites they remain to be underutilized by the public.

There are approximately four (4) designated fishing beaches located in the Order Area. There is dire concern regarding resources as they are under increasing pressures from environmental degradation, pollution and over-exploitation.

TRANSPORTATION

Transportation is vital in the sustainable development of communities. The development order area's transportation infrastructure includes roadways, railway and waterways. However the main mode of transportation is by private and public passenger vehicles. There is no air transportation. The Norman Manley International Airport and Tinson Pen Aerodrome are located approximately 17 kilometres and 13.1 kilometres respectively east and north east of Portmore.

The road network is comprehensive and integrates other major centres such as Kingston and Spanish town. It is divided into four classes as indicated in Appendices 5 and 6 of this Order with the majority being of fairly good condition and having the needed infrastructure such as sidewalks.

The main types of public transportation are provided by the Jamaica Urban Tranist Company (JUTC) buses, taxis, coasters and mini buses. Public transportation traverse designated routes to the various areas within Portmore and to the surrounding urban centres such as Downtown, Halfway Tree and Spanish Town among others. However, there is a transportation centre located in Naggo Head as well as lay-bys used for the convergence of public passenger vehicles in other areas such as Greater Portmore and the Portmore town centre.

LOCAL PLANNING AREAS

Local Planning Areas are intended to encourage growth and development in economically and environmentally sound locations within the development order area. These centres should provide a rational pattern of land use and community development and offer a guide for the most appropriate locations for development and prioritization of future public and private investments. Social, infrastructural services and economic activities will be concentrated within this urban fence making them easily accessible by the public. Basic services will be provided at a minimum cost to government while making for efficiency in the use of land.

These centres are determined by physical conditions and the economic and social needs of an area, and will function as the stimulus and focus of urban growth and development. A growth centre should have the basic infrastructure such as electricity, paved roadways, and access to potable water. There should also be educational and institutional facilities commercial zones, police station and recreational facilities to name a few. The limits will be identified by the urban fence within which all development activities are expected to take place as none will be encouraged outside in an effort to prevent urban sprawl.

The municipality of Portmore was identified in the National Settlement Strategy as a "Growth Centre", and, for the purposes of this Order is divided into two local planning areas and are listed in Appendix 2 and their urban boundaries are shown on the Portmore Area Development Order Area Map (1). Urban type development in the development order area will be confined to these local planning areas.

The two Local Planning Areas are:-

1. Portmore North, the principal urban centre of the Municipality which provides its administrative functions along with various commercial and recreational activities. It

also hosts the bulk of residential developments within Portmore.

2. Portmore South, is characterized by residential communities that are semi self-sustaining; having small urban cores that provide services for shopping, education, industrial and recreational needs to some extent.

There are also a few tourist attractions located within the local planning areas.

VISION

The perceived vision is that Portmore will be a world class city with harmonious and prosperous communities, exploring new frontiers of governance and ensuring a sustainable socio-economic environment. This will be achieved by working with the Municipality and all stakeholders to promote a high standard of living, sustainable development and sound environmental management, with equity for all.

PLANNING STRATEGY

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

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

THE PURPOSE OF THE ORDER

The intention of this development order is to make provision for the orderly and progressive development of the land within the Municipality of Portmore that it covers, encouraging activities the planning authorities have identified as beneficial to the area and to the local planning areas specifically, and preventing those land uses that could harm the environment or amenity of the

residents. The main aim is to provide the basis for sound decisions on planning applications in accordance with the planning strategies, objectives, policies and proposals outlined in this document.

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

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

FORMAT OF THE ORDER

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

1 - The Citation, Interpretation, Notices and statutory matters.

2 - The Schedules.

The Schedules are further divided into five sections:

First Schedule	–	Describes the boundary descriptions for the development order area and the local planning areas.
Second Schedule	–	Use Classes Order
Third Schedule	–	Permitted Development
Fourth Schedule	–	Notices (Forms A, B and C)
Fifth Schedule	-	Statements, objectives, policies and other Statutory Matters to include the Guidelines for the entire Development Order Area; and sub-section 2 which deals with the policies and guidelines for the local planning area. The Appendices which is also a part of the Fifth Schedule include standards and details for such matters as inter alia parking and loading requirements, guidelines for petrol filling stations, residential densities and the relevant maps.

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

Although the document is presented in sections it should be considered as a whole and be used as such.

HOW TO USE THE ORDER

(1) For information:

(a) refer to the format of the order.
(b) for a particular site or building refer to the Land Use Proposal Maps which will show any guidelines or policy applicable. The inset maps may also provide additional information.
(c) regarding a particular thematic topic such as housing, environment etcetera consult the sections devoted to the relevant topic. There is a Table of Contents at the front of the document that will assist in this regard.

(2) For POLICY Identification

Sector Policies are identified by a letter in the Theme (thus T for Transportation) followed by the number of the POLICY (thus 1). A sector policy for transportation would read: – POLICY SP T1

Policies for local planning areas are identified by using a letter(s) of the area to which the POLICY relates (thus PN for Portmore North) followed by the first letter(s) of the Theme (thus T for Transportation) followed by the number of the POLICY (1). A transportation policy for Portmore North would therefore be:-

POLICY PN T1

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

ACKNOWLEDGEMENT

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

OBJECTIVES

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

TRANSPORTATION

The movement of goods and people in, out and around the Portmore Development Order Area depends to a great extent on public passenger and private motor vehicles. Public transportation is

provided mainly by buses and route taxis. There are several transportation hubs/areas of convergence located across the Order Area in localities such as Greater Portmore, Naggo Head and Waterford. However, in order for these to function adequately it is increasingly important that the transportation infrastructure within the Order Area be at a standard which allows for maximum efficiency for all users especially those with special needs.

Obj. T1 **To provide for a transportation system that allows safe and easy movement in and around the development order area and which makes it easily accessible from other parts of the island.**

Obj. T2 **To ensure safe access to and use of the road system by various modes of transportation.**

Obj. T3 **To ensure the adequate provision of land for 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 designated Central Business Districts as part of major development proposals.**

Obj. T8 **To seek the provision of adequate public parking areas to cater for buses, taxis and other forms of public transportation especially in local planning areas.**

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 car 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 ensure that road design standards are maintained at a high level and taking into consideration climate change scenarios.**

HOUSING

Population change and a growing economy are two of the major factors which drive the demand for housing development within Portmore. This demand increases further as Portmore is ideally located in proximity to the parish of Kingston where a large percentage of the population either attends

school or is employed. The shortage of affordable land and housing has led to the proliferation of squatting in certain areas of Portmore. It is therefore imperative that housing needs at all levels are met through the construction of a range of housing types and sizes, with greater affordability and security of tenure.

Obj. H1 **To encourage new developments and infill in existing areas where adequate utilities, infrastructure and community facilities exist or can be provided in a cost effective manner.**

Obj. H2 **To meet housing needs through the provision of a range of sites for low, medium and high density housing in all areas and units including affordable housing.**

Obj. H3 **To promote the maintenance, protection and where possible, the rejuvenation of residential areas.**

Obj. H4 **To promote green building technologies and applications throughout the development order area.**

Obj. H5 **To ensure the provision of the required social services and infrastructure so that these form an integral part of the local planning areas.**

Obj. H6 **To ensure that special attention is paid to the design and layout of all housing developments including potential climate change impacts.**

Obj. H7 **To promote mixed uses that complement established and planned communities.**

Obj. H8 **To ensure that housing solutions are located in areas that minimizes vulnerability to natural hazards.**

CONSERVATION OF THE NATURAL AND BUILT ENVIRONMENT

The Portmore Development Order Area has a diverse eco-system, the survival of which depends on careful management of the natural environment.

Obj. C1 **To ensure that the unique flora and fauna of the Order Area are protected.**

Obj. C2 **To conserve and protect wetlands and watershed areas taking into consideration their intrinsic environmental value and the importance of maintaining a viable hydraulic regime.**

Obj. C3 **To ensure that surface and underground water resources are protected from inappropriate development and activities that would cause degradation.**

Obj. C4 **To ensure the enhancement of the shoreline, protection and creation of wetlands and proper management of sediment deposition.**

Obj. C5 **To ensure that there are facilities to provide active and passive recreational amenities for people of all ages and abilities.**

Obj. C6 **To identify and create policies for the protection of areas of ecological importance.**

There are also sites and buildings having particular beauty, historic, archaeological or architectural significance which need to be conserved and protected.

Obj. C7 **To ensure that structures, sites, monuments and areas of Historical and archaeological significance are identified and preserved by the Jamaica National Heritage Trust**

Obj. C8 **To ensure that cultural heritage assets are enhanced and protected and are accessible to all.**

Obj. C9 **To identify areas of historical importance for further protection**

Obj. C10 **To ensure that development is sensitive to the preservation of the major landscape and vegetation features.**

Obj. C11 **To support the replanting of forest for restoration of habitats support for sustainable craft and industries, replenishment of water supplies and reduction in sediments and debris flow.**

Obj. C12 **To preserve and develop recreation facilities, green spaces and sea side parks which can serve the population at contemporary standards.**

Obj. C13 **To protect areas of high landscape and amenity values and those that form an attractive background to urban areas, tourist development and scenic routes.**

Obj. C14 **To ensure that land uses are allocated in a manner which does not compromise the quality and quantity of usable water protects aquifers, wells, watersheds and other sources of water.**

MINERALS

Minerals are valuable resources to economic development; hence their extraction must be managed effectively and sustainably. 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.

The National Minerals Policy provides the framework and overall strategy for the integration of efficient use of these resources into the country's long term economic development path.

Obj. M1 **To ensure that mining is undertaken in a way that will enhance rather than destroy the environment.**

Obj. M2 **To mitigate against all forms of pollution resulting from mining activities.**

Obj. M3 **To ensure minimized adverse effects on communities, the landscape, wildlife and habitats during mineral extraction.**

Obj. M4 **To ensure that inappropriate mineral development does not negatively impact critical landscapes or areas of natural beauty.**

Obj. M5 **To secure lands that are reserved for public use and that which are identified as Protected Areas.**

URBAN ECONOMY

The Order Area has a diverse yet limited economic base that consists of economic activities to include commercial activities, tourism, manufacturing industries, agriculture and most recently business process outsourcing industries. With an increasing population and the limited jobs that exist, it is therefore necessary to develop strategies and policies to facilitate the expansion of the economic character in a sustainable manner through a variety of economic activities throughout the Order Area.

Obj. UE1 **To increase employment opportunities and economic activities in the urban areas through the identification and allocation of lands for manufacturing, commerce, service and other industries.**

Obj. UE2 **To encourage viable, vibrant and well-designed commercial nodes that is easily accessible, convenient and provides a variety of uses.**

Obj. UE3 **To provide land that will ensure the balanced development of town centres with public, commercial and other activity areas.**

OBJ. UE4 **To promote economic growth and diverse employment by ensuring the necessary infrastructure is provided to support the current and forecasted employment needs.**

Obj. UE5 **To support the re-use of previously developed economic development sites and buildings where they meet the needs of particular economic sectors.**

Obj. UE6 **To promote urban regeneration particularly in areas requiring physical improvement or the enhancement of employment opportunities.**

Obj. UE7 **To promote mixed-use development and improve integration between transport, economic development and other land uses.**

Obj. UE8 **To ensure that industrial sites are located in areas where they are not detrimental to the surrounding uses.**

Obj. UE9 **To locate factory sites so that economic benefits are dispersed and the employment base of principal urban centres are diversified.**

Obj. UE10 **To ensure that factories are established in areas where they complement other economic activities in their vicinity.**

Obj. UE11 **To support and promote urban agriculture activities including community gardens to increased food security, reduced distance food travels and sustainable food sources.**

SUB-URBAN ECONOMY

Agriculture, fishing and manufacturing are the main sources of commerce within the sub-urban economy of Portmore. The primary agricultural areas are found on the fringes in Portmore Pines and Greater Portmore North (Bernard Lodge) where large pockets of the land are used for sugar cane and livestock production (stud farms). However the sub-urban economy in the development order area is not widespread, lands therefore should be protected, to provide opportunities in agriculture and other related activities that will facilitate and promote economic growth for residents.

Obj. SUE1 **To preserve lands of prime agricultural capability from urban or semi-urban developments, non-productive land uses and other incompatible activities.**

Obj. SUE2 **To increase employment opportunities and economic activities through the identification and allocation of lands for a variety of uses.**

Obj. SUE3 **To promote viable and vibrant rural areas with a range of activities, facilities and services that is accessible to residents of the communities.**

Obj. SUE4 **To promote an enabling and facilitating economic environment for the spread of diverse non-farm income generating activities, which will reduce the need for residents to leave their communities in search of work.**

Obj. SUE5 **To ensure that agricultural development caters to both the large and small farmers and that adequate provision is made for agro-industries.**

Obj. SUE6 **To direct essential non-agricultural development in agricultural areas to poorer land wherever it is possible to do so.**

Obj. SUE7 **To protect types of developments consistent with maintaining the area's sub urban and cultural landscape.**

Obj. SUE8 **To encourage accessible location for farmers market and outlets in the sub-urban area.**

TOURISM

The tourism industry in Portmore Development Order Area is not one of the main contributors to the economic growth of the area. The region however has significant potential for historical and cultural tourism. Therefore, existing historical sites and beaches should be maintained and properly developed, protected and promoted.

Obj. TO1 **To facilitate the development of a sustainable tourism industry while protecting the environment and factoring climate change considerations thereby fostering a desirable ecological balance.**

Obj. TO2 **To make provisions for the development of a full range of tourist attractions that reflect the landscape along with the cultural heritage.**

Obj. TO3 **To improve tourist facilities, amenities and support services that will encourage tourism development thereby maximizing the economic and employment benefits to the population.**

Obj. TO4 **To make provisions for the incorporation of small and large scale support services through development of non-traditional tourism products, thereby creating a broader economic base.**

Obj. TO5 **To facilitate the development of a diverse tourist industry while protecting the environment and fostering a desirable ecological balance in all areas.**

WASTE TREATMENT AND DISPOSAL

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

Obj. WT1 **To ensure that safe and sanitary conditions exist for the disposal of all types of waste, along with the required technologies and support services, without any unacceptable risk or detrimental effects to natural resource or the environment.**

Obj. WT2 **To encourage the reduction of waste produced and being disposed of through the collection system by encouraging recycling *and re-use* of material in terms of raw material and energy source.**

Obj. WT3 **To encourage the development and upgrading of storm water drainage systems that are of a high standard, having optimum carrying capacity, while being practical.**

Obj. WT4 **To ensure that all waste along the coastal area is properly handled and disposed of.**

Obj. WT5 **To ensure that standards for effluent disposal are met before being disposed of in public water bodies.**

Obj. WT6 **To encourage the reduction or production of wastes destined for final disposal by formulating goals to induce separation to facilitate waste recycling and reuse.**

Obj. WT7 **To identify appropriate land for waste management facilities and to secure these locations through zoning.**

Obj. WT8 **To ensure the coordination of development with the provision of sewerage.**

Obj. WT9 **To encourage the development and upgrading of disposal sites in order to improve solid waste management practices.**

Obj. WT10 **To ensure that there is appropriate restoration of waste management sites for after-uses.**

ENERGY GENERATION AND CONSERVATION

Energy is an essential resource for the sustainable development of any area. Jamaica has taken several strides in the diversification of energy sources to ensure that energy is reliable, secure and affordable which is vital for economic growth and social inclusion within a society. It is therefore prudent that long-term planning for the Development Order Area's energy sector must focus on strategies that facilitate the production of clean, renewable and affordable energy to satisfy the needs of the area; whilst expanding and enhancing conservation efforts.

Obj.E1 **To promote the best energy conservation practices and efficiency as well as the use of renewable energy.**

Obj.E2 **To minimize greenhouse emissions through policies that will reduce energy demand and maximize energy efficiency.**

Obj.E3 **To ensure that new developments mitigate their impact on the environment through their siting, layout and through the design of energy efficient buildings.**

Obj.E4 **To ensure that the Portmore Development Order Area has access to stable and adequate energy supplies which enhance its competitiveness and improve the quality of life of householders through the provision of the land for transmission activities.**

TELECOMMUNICATION

With the continuous expansion of the Portmore Development Order Area, the increased demand for telephone and other telecommunication services and the installation of the required infrastructure has had an impact on the environment and visual amenity of the locality. It is therefore necessary to rationalize the installation of attendant infrastructure such as cellular base stations, satellite dishes, antennas and the laying of fibre optic cables.

Obj.TELE1 **To facilitate the installation of an effective telecommunication 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 telecommunication systems are sited away from public view or designed to reduce adverse impact on the aesthetics of the surrounding areas.**

Obj.TELE3 **To encourage the sharing of facilities where possible.**

WATER SUPPLY

The development order area has a reliable public and domestic water supply system provided by the National Water Commission and a number of private suppliers. The area has numerous wells, however many of the underground aquifers have been impacted by anthropogenic sources. It is the intention of this development order to ensure a sustainable public water supply system in Portmore.

Obj. WS1 **To facilitate the development of or improvements to the potable water distribution system.**

Obj. WS2 **To seek to develop planning incentives to encourage the incorporation of water conservation and recycling devices and technology.**

Obj. WS3 **To encourage the use of harvested rain water and recycled grey water for non-potable uses.**

Obj. WS4 **To ensure the coordination of development with the provision of water supply services.**

Obj. WS5 **To ensure the protection of water sources including watershed, wells and aquifers from unsustainable development.**

SECTORAL POLICIES

The development of the Portmore Development Order Area will be guided by the policies outlined under the various thematic headings in this section of the document. These policies are intended to protect all aspects of the physical and environmental features (of the area) while at the same time improve the character and quality of life for its residents. They are not intended to restrict development but along with the "General Policies" will endeavour to promote resource sustainability. Specific policies have been developed for the local planning areas and should be used in tandem with the sectoral policies for Development Control.

TRANSPORTATION AND TRAFFIC

The development order area has a complexity of road network which enhances the movement of people and goods especially to the parishes of Kingston and St. Andrew and other areas of St. Catherine. As a result of this it is increasingly important that the transportation infrastructure within the Portmore Municipality are at a standard which allows for maximum efficiency.

Roads

The Portmore leg of Highway 2000 is one of the main thoroughfares taking goods and services in and out of Portmore. There are other major roadways that are also heavily traversed which sometimes lead to traffic congestion. If congestion is to be reduced within the area and commuters safely transported, the necessary precautionary measures must be taken to ensure that adequate road reservations are delineated and safeguarded for future road expansion from the intrusion of development.

POLICY SP T1 **All road reservations should be in accordance with the requirements set out by the road authority as indicated in Appendix 6 and no development will be permitted which would conflict with these reservations.**

POLICY SP T2 **Where a dual carriage way is intended but the present need is for a single carriage way, the first should be built in its ultimate position within the road reserve allowing the second to be located in its correct position later.**

It is important that buildings and other permanent structures be constructed at suitable distances from main and other roads as set out in the Schedule of Road Standards in Appendix 6. It is also necessary that adequate road reservations are delineated and safeguarded from intrusion and development to facilitate for future road improvement.

POLICY SP T3 **The local planning authority will seek to ensure that all developments adhere to the required set back from road improvement line as indicated in Appendix 6.**

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

POLICY SP T5 **The local planning authority will not grant permission for any permanent structure such as walls, fences etcetera within the road reservation limits.**

Service roads are those used for direct access to individual lots within either a residential or commercial area. Although these roadways may not be heavily traversed, they too have to be upgraded to fit into an upgraded traffic system if necessary. Therefore, care has to be taken to ensure that this can be accomplished through the adequate set back of buildings.

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

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

There is a high volume of pedestrian traffic throughout sections of the development order area primarily where there is an accumulation of services. A balance has to therefore be maintained between the use of roadways by pedestrians, motor vehicles and street furniture to include utility poles. It must be clear that the installation of utility poles is considered development and therefore requires planning permission.

POLICY SP T8 **The planning authority will ensure that utility poles and installations to be placed in road reservations do not obstruct the free movement of pedestrians. Where possible such utilities should be installed underground.**

POLICY SP T9 **The local planning authority will ensure consistency in the location of street furniture on roadways which can be hazardous to road users especially the visually impaired.**

Some sidewalks within the development order area are not suitable for traversing by the general public this is due to them being aged or having the improper placing of street furniture. The placement and position of these should take cognizance of the sidewalk design guidelines of the Jamaica Council for persons with disabilities.

POLICY SP T10 **The local planning authority will facilitate the improvement of road infrastructure and sidewalks to improve safety for pedestrians and those with disabilities.**

POLICY SP T11 **The local planning authority will seek to improve and enhance the safety and convenience of street level facilities for pedestrians and will ensure that adequate provision is made in this regard when new developments are undertaken.**

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

POLICY SP T12 **The corners of lots at intersections are to be splayed or rounded and bunched where necessary to facilitate visibility in accordance with the guidelines in Appendix 7.**

The increase in the volume of vehicular traffic has resulted in the need for expansion and/or upgrading of several roads. As a result, a greater consideration has to be given to the construction

of direct access points on to main and arterial roads. These point however should be avoided or limited in the interest of safety and for the free flow of traffic. When considering such access the comments of the National Works Agency or any authority with responsibility for roads and works will be taken into consideration.

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

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

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

POLICY SP T15 **Planning permission will not be granted for any development which would result in significant hazard to road users or which would reduce the free flow of traffic on a primary distribution road.**

In some instances motorists traverse through residential areas avoid traffic congestion. The movement of heavy duty vehicles within these areas is a threat to road safety, contributes to noise and environmental hazards causing discomfort to residents. This activity is discouraged and will overtime be discontinued through the introduction of engineering and traffic management measures.

POLICY SP T16 **Traffic management and engineering measures to improve local road safety and protect the environment especially in residential areas will be supported by the local planning and relevant authorities.**

The Jamaican Urban Transit Company (JUTC) along with other licensed transport operators provide public transportation that links various nodes within and outside of the development order area. Without this service a significant number of people would therefore be disadvantaged.

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

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

POLICY SP T19 **The local planning authority will make provision for and encourage the use of mass public transportation (buses, rail and ferry) as a means of reducing traffic congestion and will seek to ensure that the**

necessary provisions are made to widen this service delivery network.

Motorists are in some cases affected by the oncoming lights of other motor vehicles. If possible the dual carriageways should be arranged unparalleled and be landscaped in such a way to create an anti-dazzle screen made of trees and shrubs to shield oncoming headlamps. The same precautionary measures should be taken when service roads are constructed parallel to main roads or highways.

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

POLICY SP T21 **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.**

Railways and Waterways

The modes of transportation within Portmore does not include railway or waterways. Passengers and goods are transported in and out of the Order Area via public and private motor vehicles. The areas coastal location and proximity to the Kingston wharf and terminals however, gives potential for economic ventures which may include the development of a ferry service. The ferry service would be a viable option for the transportation of passengers and goods relative to the congested roadways. This service could operate between Portmore, Down Town Kingston and Port Royal in the first instance and with a second phase to take in other sea ports around the island, such as Black River, Savanna-la-mar, Negril, Montego Bay, Falmouth, Ocho Rios and Port Maria and Port Antonio.

POLICY SP T22 **The planning authorities will support the diversification of the transportation sector to include the use of waterways and railways to support the movement of passengers and goods in and out of the Order Area.**

The ferry and rail service would not be strictly for transportation, but could also be used as an attraction for the area. Tourists visiting Portmore would have the opportunity to travel to various areas via the waterways and railways. The development of this venture would include stakeholders from both the public and private sectors. The location for these facilities and supporting infrastructure will be assessed on its own merit.

POLICY SP T23 **Proposals for boat moorings, piers, boat parking, railway stations and rail lines and supporting facilities will normally be permitted by the planning authorities in areas where there will be no adverse impact on the environment and adjoining developments.**

POLICY SP T24 **The planning authority will support the development of a seaside promenade and road side parks, which could enhance the aesthetic**

appeal of the Order Area whilst providing usable recreational areas for walking, jogging and cycling for the general public.

The use of the bicycle within the Order Area provides a sustainable alternative means of transport for residents. This green method of transportation helps to reduce the dependency on fossil fuels thus reducing the impact of climate change. It is a simple means of transportation that does not pollute or take up much space in an urban environment.

POLICY SP T25 **The planning authority will support the establishment of bicycle lanes and supporting facilities at suitable locations within the Order Area to promote the use of the bicycle as a sustainable transportation option.**

Vehicular Parking

Parking is an essential element in the overall approach to achieving a cohesive transportation system. The size, location and type of parking facilities are factors to be taken into consideration when attempting to tackle the issue of parking. Off-street parking is one provision that may also be used to protect developments from indiscriminate on-street parking. However, the amount of parking to be provided for the various developments and activities are outlined in Appendix 8.

POLICY SP T26 **Developers will be required to provide parking facilities within the curtilage of the site being developed for new and extended developments and all change of uses in accordance with the requirements set out in the Appendix 8.**

POLICY SP T27 **A standard allowance of approximately 30 square metres of parking area in practical shape (inclusive of manoeuvring space) should be made for each car parking space.**

POLICY SP T28 **Where a development is to be occupied by several users, each having its own space permanently, the number of parking spaces required will be calculated separately for each planning unit.**

POLICY SP T29 **When the use of any building is not specifically mentioned in the schedule of parking requirements or more than one use is involved, the planning authority shall determine the parking provision based upon the requirements for the use that requires the most parking spaces.**

POLICY SP T30 **Where a building is divided by permanent construction into more than one use and occupancy the number of parking bays required shall be calculated separately for each use and occupancy.**

The method of provision of public parking resides with the local planning authority. Although parking zones have been designated within the development order area the need for municipal parking facilities throughout the Portmore Development Order Area is becoming increasingly evident and has to be provided for.

POLICY SP T31 **The local planning authority will seek to have the local authority institute controlled parking zones where parking problems are particularly serious and adversely affect the operations of shops and other businesses.**

POLICY SP T32 **The local planning authority will support the development of parking garages where the need arises provided that they conform to the recommended guidelines.**

On street parking controls are effective mechanisms in curbing commuter parking; this may be done by providing parking spaces to priority users. However, the use of these parking facilities should be on a temporary or scheduled basis so that it may be used by several members of the public. In residential areas they can protect the amenities of home owners from the invasion of overflow parking from adjoining developments.

POLICY SP T33 **The planning authority will seek to have the local authority institute on street short stay parking for shoppers and for the operational use of business where road conditions make this possible.**

POLICY SP T34 **Where the planning authority thinks it is necessary to protect the amenities of residential areas by means of on street parking controls, it will recommend that parking stickers or other recognizable devices be issued to residents in the area.**

Parking for individuals with disabilities across the development order area will be provided in accordance with the guidelines provided in the parking standards in the Appendix 8 and adopted symbol in Figure 2 should be displayed to prevent others from occupying the space.

POLICY SP T35 **New developments will be required to provide adequate parking facilities for people with disabilities while ensuring safe and convenient access to the development.**

POLICY SP T36 **All parking spaces for the disabled shall be within easy reach of an exit and shall be so placed that the person using the space would not be compelled to pass behind other parked vehicles to access the building entrance, ramp or walkways.**

For some high density housing developments parking is provided on site. Parking spaces should be *suitably* sited in proximity to related units and should be provided at the rate indicated in the Appendix 8 of this development order. If not adequately, supplied residents may have to park vehicles along the street or occupy spaces reserved for visitors.

POLICY SP T37 **The provision of parking spaces in residential development is to be in accordance with the standards set out in the Appendix 8.**

In situations the required number of parking spaces cannot be provided on site and motor vehicles have to be parked along roadways the local planning authority will encourage the local authority to

have lay-bys provided in the vicinity of these developments. The local authority should arrange with the developers to have this done at their expense if needs be.

POLICY SP T38 **Within housing developments where parking facilities are inadequate the local planning authority will seek to have the local authority have the abutting roadways widened or parking bays provided to accommodate on-street parking.**

POLICY SP T39 **Parking provision to serve developments will be assessed against adopted minimum parking standards to ensure that proposed schemes provide appropriate levels of parking for private cars and service vehicles.**

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

POLICY SP T40 **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; in such cases these uses may be made legally binding.**

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

POLICY SP T41 **Where it is not feasible to provide parking to meet normal requirements on site, the planning authority will give due consideration to having the shortfall made good on an alternative site.**

The parking schedule may not speak to all classes of use or categories. In such situations the planning authorities should determine the parking requirements based on the standards nearest to the activity being undertaken.

POLICY SP T42 **Where the use or class of building is not specifically mentioned in the parking schedule the planning authorities shall determine the provision based upon the standards in the nearest category.**

Educational institutions should not only conform to the parking regulations in Appendix 8 but should reserve an area on site for the dropping off and picking up of children. The area should be such that there is no conflict between children and motor vehicles.

POLICY SP T43 **An area should be reserved on the compound of educational institutions (separate from the parking area) for the picking up and dropping off children from motor vehicles.**

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

POLICY SP T44 **All car parks in both commercial and residential areas shall be landscaped in accordance with the illustration set out in Figure 4 of this Development Order.**

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

POLICY SP T45 **Developers will be required to provide vehicle loading and offloading bays within the curtilage of the site to be developed as set out in the Appendix 8.**

POLICY SP T46 **Loading and unloading of vehicles may be provided at the side or rear of the premises in cases where it cannot be provided at the front, so that no parked or temporary halted vehicles will be on the road reserve to impede or endanger the movement of traffic.**

Where a development requires a set number of parking spaces in accordance with the provision in this Development Order and the amount provided does not fully satisfy that requirement; in some situations if the short fall is a small amount, material consideration could be considered. This would, however, depend on the amount to be provided and the parking situation in the area.

POLICY SP T47 **Where the required number of parking spaces in a development is not fully met by the developer for every full ten (10) spaces needed a shortage of two (2) is de minimis and will be allowed by the local planning authority.**

Public Transportation Centre

The Portmore Development Order Area is currently served by several public transportation hubs. These transportation nodes should be provided with the necessary facilities and amenities including those for the disabled.

POLICY SP T48 **All transportation centres used by the public will be required to provide the necessary conveniences and amenities, including that for the disabled.**

POLICY SP T49 **The planning authorities will ensure that all transportation centres are properly lighted and secured before allowing public use.**

POLICY SP T50 **All transport centres or off street parking facilities related thereto shall be properly surfaced and drainage provided so as not to cause any nuisance or damage to adjacent property or roadways.**

POLICY SP T51 **All transport centres, parking lots and parking facilities related thereto shall be properly landscaped with materials which may be used as a visual medium and shall be maintained in a good condition.**

The safety of persons, such as women, children and the disabled using transportation centres especially at nights cannot be overlooked. The possibility of criminal acts occurring at this time is much higher in dark places than in well-lit areas. Due to this, attention must be given to the placing of proper lighting and security facilities within these developments.

POLICY SP T52 **The planning authorities will not approve applications for the development of transportation centres unless the proposals are accompanied by plans showing the layout and design of adequate lighting and security features.**

HOUSING

Statistics published by the Statistical Institute of Jamaica (STATIN), shows that approximately 30,843 or 37 percent of Portmore's total population reside in rent free dwellings, while 10,723 or 13 percent live in rented homes. The remaining 620 of the population did not report on ownership. To eliminate some of the social and environmental consequences associated with the increasing population of the parish, the following policies are geared towards ensuring that the residents of Portmore can enjoy affordable, safe and varied housing facilities, while enabling sustainable growth of communities.

POLICY SP H1 **The local planning authority will ensure that land is provided for a range of housing types and tenures to meet the needs of all sectors of the Development Order Area through adequate land use zoning proposals.**

POLICY SP H2 **In the design and layout of housing developments, the guidelines indicated in Appendices 11 and 13 are to be used.**

Although the local planning authority intends to provide housing areas with a range of housing types the maintenance of existing units and existing housing development areas will be a priority. Measures to support existing stock and to reduce disrepair and vacancy will be implemented where necessary, and amenities associated with these areas will be maintained.

POLICY SP H3 **The character and amenity of all residential areas will be protected and where possible the local planning authority will enhance the services and facilities available locally.**

Infill and redevelopment can often make a useful contribution to meeting an urban area's housing needs. However, this has to be examined against concerns regarding the effect of both individual schemes and the general trend for such proposals, which can change the character of an area

resulting in the loss of amenity. Concern therefore, has to be focused upon the density of the development and the extent to which the privacy of neighbouring property is protected.

POLICY SP H4 **In urban centres, multifamily development will be allowed as "infill" on vacant lots in existing detached and semi-detached single family housing areas provided that sewage generated can be disposed of satisfactorily.**

POLICY SP H5 **Planning permission will normally be granted for housing development on infill sites within urban built up areas and should have no adverse effect upon their character, safeguard amenities and are in conformity with setbacks and other planning requirements.**

POLICY SP H6 **Planning permission will normally be given for a range of densities for redevelopment of vacant or derelict sites in town centres where the proposal reflect the existing character of the area, safeguard amenities and are in conformity with setbacks and other planning requirements.**

POLICY SP H7 **Proposals for the conversion of properties into houses in multiple occupations such as flats, boarding/guest houses, etcetera will be determined taking into account the type and size of the property, the potential effects on amenities in the area, the nature and character of adjoining uses and the provision of parking.**

POLICY SP H8 **At suitable locations proposals for housing developments at Brownfield and Greenfield sites will normally be supported once the substructure and the infrastructural amenities are in place.**

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

POLICY SP H9 **The local planning authority will resist development resulting in the loss of residential accommodation and land unless the continuation of residential use is undesirable and the change of use is the only way of ensuring that a building of architectural or historic importance can be retained or renovated.**

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

POLICY SP H10 **High density development proposals which do not have adequate car parking and amenity spaces will not be supported except in town**

centres where residential use is being encouraged. In such circumstance the requirements may be decreased but not eliminated.

In some instances depending on the design and configuration of building and land, a development may end up with additional room that increases the density and makes it not being allowable for the site on which it is to be located. In such situations it would be onerous on the local planning authority to approve the application but it could after thorough examination and assessment grant permission depending on the situation and material consideration. However it should not be regarded as the norm or as a precedent.

POLICY SP H11 **Where the number of habitable rooms exceeds that which is allowable on a site for a multifamily development during processing only a maximum of two (2) additional rooms per acre will be considered as being de minimis in all situations and be allowed. Such situations will depend on the design and characteristic of building and site and provision of amenities.**

Home owners often times undertake extensions without giving due regard to development standards. Where the extension is excessive it can affect the appearance of a development and destroy the amenities of the area. In some circumstances this may result in a loss of parking spaces on site resulting in on street parking.

POLICY SP H12 **In assessing applications for house extensions the local planning authority will pay consideration to the closeness of the building to adjoining developments, especially if it affects primary windows overlooking neighbouring properties.**

POLICY SP H13 **The local planning authority will ensure that extensions are in keeping with the design, scale and character of the existing buildings in the locality and that there is adequate onsite parking.**

It is anticipated that proposals for housing developments in local planning areas would be comprised of basic infrastructure. However, in some areas of Portmore where potable water may be insufficient or there is a lack of sewerage facilities, it has to be ensured that these amenities can be provided before any development is undertaken. Where this cannot be done, the developer will therefore have to satisfy the concerns of the local planning authority that any lack of amenities will be made good within a reasonable time period.

POLICY SP H14 **The local planning authority will not support applications for housing development in areas where there is an existing *deficiency* in the provision of water supply and or sewage services unless there is a commitment by the developer that this can be made good within a reasonable time period to be determined by the local planning authority in consultation with the relevant stakeholders.**

It is intended that the provision of certain facilities and services for new housing developments in green areas be provided by the developer. However, where a development already exists in

proximity to the proposal then there could be access to such facilities if possible. Also, the additional demand should not significantly reduce the provision of the existing facility's requirements for example recreational areas and schools. Where such problems could arise the developer would have to negotiate with the government to have the situation remedied before approval is granted by the local planning authority.

POLICY SP H15 **Planning permission will be granted for new housing developments if satisfactory provision has been made for access to appropriate facilities and services to meet the needs of the likely residential population.**

POLICY SP H16 **Where satisfactory provision for access to existing facilities and services cannot be obtained or the additional use would create problems for the existing community; the local planning authority will require that the new proposal make additional provision unilaterally or in association with the government.**

The desire to maximize the use of residential lots has sometimes been at the expense of the provision of open spaces. The provision of these spaces is important to maintain the quality of the environment and to provide activity areas for residents. Townhouses should be developed with an individual private outdoor area and apartments should have adequate amenity area with recreation facilities for its residents. The guidelines are provided in the Appendices 11 and 13.

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

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

Non-residential uses in the local planning areas should provide services necessary to the local community. There may be instances when environmental problems arise due in part to the type of service provided. Only those uses which provide an essential service or facility and has little or no impact on the quality of the living environment will be entertained as mix uses and be allowed in proximity to residential development.

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

To curtail the loss of residential accommodation and to avoid the gradual change of use of an area, businesses in domestic property will be limited to a minor area and not allowed to become the dominant use. The approval of such use will be subject to stringent conditions to ensure that the character of the area is not affected.

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

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

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

POLICY SP H22 **Housing developments should incorporate a mix of housing types and sizes appropriate to the needs of the locality, particularly where the development is on a large scale and the local planning authority will impose conditions on such developments ensure this occurs.**

POLICY SP H23 **Where large scale housing developments are being undertaken the local planning authority will ensure that land is provided for the provision of starter homes and other low cost schemes which are suitable for people who are not able to compete in the open housing market.**

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

POLICY SP H24 **Planning permission for agricultural dwellings will only be permitted where it is essential that the worker be accommodated on the holding, the existing accommodations are not adequate and the new building is sited in association with any that is existing.**

In order to ensure the safety of residents and to foster proper planning practices no development will be encouraged on lands that are prone to slope failure, flooding, other adverse effects or are located in environmentally sensitive areas. Developers should therefore avoid lands that are subject to flooding, erosion or any other natural or man-made disasters.

POLICY SP H25 **No housing development will be allowed on land that is subject to flooding, erosion, subsidence or other natural hazards or will involve costly extraordinary precautions to safeguard.**

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As the demand for houses especially in the high end of the market increases due to the attractiveness of areas especially along the coast there will be a need for higher densities in these areas. This will normally be in the form of townhouses and apartments. In an effort to ensure a suitable balance

APPENDIX 16

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

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	3.0	1.2	1.8	45	3.0
Main Estate Road (spine or collector)	15	8.5	3.25	1.45	1.8	30	3.0
Main arterial road (adjacent residential areas)	21	14.6 Dual	3.25	1.45	1.8	30	2.1

Sidewalk Reservations (Shoulders)

- Sidewalk reservations are required to support the paved surface of the road and to provide areas for safe emergency stopping of vehicles. They should never be used as permanent parking places for vehicles.

- The construction of sidewalk reservations should be done as carefully as the construction of the main paved area of the road except that sidewalk reservations on access roads would not normally be paved.

- Unpaved sidewalk reservations 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 17

GUIDELINES FOR HOTEL DEVELOPMENT

Density

The density for hotel development will be calculated on the basis of the number of guest rooms or habitable rooms per hectare. A guest room is a hotel bedroom together with bathroom and all the ancillary accommodation normally necessary in a resort hotel.

Dwelling houses or resort apartments will be based upon the number of habitable rooms per hectare (see definition).

Factors that will be considered in determining the density of a development are:-

- The availability of utilities such as water, sewerage facilities, etc.
- The availability of good transportation links such as roads.
- The amount of beach frontage available.
- Whether or not it is prime inland site.
- The total area of the site.

Densities for dwelling houses or resort apartments will range from a low of 37.5 habitable rooms per hectare to a high of 75 habitable rooms per hectare along the coastal areas depending on the level of infrastructure available, and a maximum of 75habitable rooms per hectare inland. The ground cover will range from 15 per cent maximum and the plot ratio 20 per cent.

The density of hotels will range from 18.5 guest rooms per hectare (7.5hra) in environmental sensitive coastal areas to a maximum of 37.5 guest rooms per hectare (15hra) in other coastal and inland areas, depending on the level of infrastructure available.

The ground cover will be 15 per cent maximum and the plot ratio 15 per cent maximum for densities at 18.5 guest room's ph and 20 per cent for both at 37.5 guest rooms per hectare.

Where the proposal is part of another development such as a golf course the density will be calculated over the area that the buildings occupy rather than the total site area.

Access

Access points to hotels should be located so as to minimize turning movements across traffic. Where possible they should be located on service roads where the volume of traffic is less.

features which contribute to the identity of areas of special character.

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

POLICY SP C10 **The planning authority will encourage the beneficial use and management of vacant land particularly where environmental advantages may be secured.**

POLICY SP C11 **The local planning authority will endeavour to preserve lands designated as private open space for such use and will resist conversion of such lands to uses not complementary to the intended use.**

POLICY SP C12 **The local planning authority will seek to ensure that lands designated for open space and recreational facilities in private developments are used to complement the nature conservation process.**

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

POLICY SP C13 **The planning authority will not grant planning permission for any development proposals which could lead to unacceptable levels of environmental pollution and in dealing with such applications will take into consideration site location and environmental safeguards.**

There are instances in which lands have been acquired for parks but have been used for other purposes. These parcels need to be safeguarded for community use.

POLICY SP C14 **The local planning authority will ensure that open spaces left in the local authority's trust are maintained and used for the purpose intended.**

POLICY SP C15 **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 SP C16 **The planning authority will ensure that access by the general public to public open or recreational space is not unduly restricted and will ensure that such areas are equipped with the necessary amenities which complement and enhance their use.**

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

POLICY SP C17 **The undertaking of public works in conservation and other sensitive areas will be allowed only where essential and should be designed such that it detracts as little as possible from the appearance and recreational use of the area.**

In considering the location of recreational development their scale and character will have to be assessed against the general appearance of the areas in which they are to be located to ensure that compatibility exists.

POLICY SP C18 **Proposals for outdoor recreational uses which require extensive areas of land will normally be permitted if there is no conflict with the general character and appearance of the area and the scale of development are kept to a minimum.**

POLICY SP C19 **Planning permission will not normally be granted for any development which would result in the loss of any green area within the built up area unless there will be no significant effect upon the environment and amenity of the surrounding area.**

POLICY SP C20 **The local planning authority will ensure that a system of open and recreational spaces is developed which serves the recreational needs of communities in the Order Area.**

Aquifer Protection Zone

Given the importance of this area, it is important that storm water treatment and storage systems be developed to allow for aquifer recharge and where feasible extraction for domestic water supply purposes.

POLICY SP C21 **The local planning authority will ensure that a buffer zone of at least 30m (100 feet) is maintained around each well where affected and at least 150 metres outside of the proposed subdivision boundary.**

POLICY SP C22 **The local planning authority will resist the use of any insecticides or harmful chemicals within any well buffer zone and where the use of such is allowed that it be undertaken only under dry soil conditions and by a certified pest control company.**

POLICY SP C23 **The planning and relevant authorities will ensure that infrastructural development plans include water supply and sewage treatment plans and are developed and implemented before granting approval for any development in any conservation area unless it can be justified that these will be provided within a reasonable time.**

POLICY SP C24 **The local planning authority will ensure that a storm water recharge system is developed and maintained to ensure quality and quantity of water recharging the aquifer.**

POLICY SP C25 **The planning authorities will ensure that in considering development proposals that no final effluent is disposed of onsite or on any site within the Aquifer Protection Zone as delineated on Map 1 of this Order.**

The Built Environment

Unsightly sited buildings, especially those above two storeys in height (ground plus one floor) can often intrude upon views. Development in these visually sensitive areas will therefore be restricted to minimize their visual impact.

POLICY SP C26 **Proposals for high buildings within or adjacent to an area sensitive to their impact will only be approved if they exhibit an appropriate degree of sensitivity in respect of siting and scale.**

POLICY SP C27 **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.**

Historical, Archaeological Sites and Buildings

The development order area has a rich heritage of sites and buildings having particular beauty or historic, archaeological or architectural significance. These should be preserved for the benefit of both residents and visitors as they are important linkages to our cultural heritage. A list of these which are protected by the provisions of the Jamaica National Heritage Trust Act is indicated in Appendix 3. The planning authority will endeavour to preserve and protect these sites and monuments as well as sites of archaeological deposits. Application for the development of land in the vicinity of sites and buildings of historic significance should only be undertaken after consultation with the Jamaica National Heritage Trust Commission.

POLICY SP C28 **Permission will not be given for any development within the vicinity of any listed monuments without approval from the Jamaica National Heritage Trust.**

POLICY SP C29 **The planning authority will normally refuse planning permission for development which would damage or destroy the setting of ancient monuments, historic landscape and important archaeological sites.**

POLICY SP C30 **Before granting permission for the demolition of any building or the development of any site with historic or archaeological buildings, the planning authority may require the developer to provide information regarding the importance of the site and the impact of the development. In certain cases such an assessment may involve an evaluation excavation.**

Owners of property on which there are historic relics will be required to restore and preserve them or cause them to be preserved and restored, within a compatible environment and within the context of viable development where this is contemplated.

POLICY SP C31 **The planning authority will support and encourage the identification, recording, protection, maintenance and enhancement of archaeological sites, ancient monuments and historic landscape features and will not approve permission for development which would lead to their damage or destruction unless discussed with the Jamaica National Heritage Trust and special justification can be demonstrated.**

POLICY SP C32 **The planning authority along with the Jamaica National Heritage Trust will identify and seek to restore and maintain the use of structures, buildings, monuments and neighbourhood of historic or architectural significance as a means of enhancing their economic and cultural value.**

POLICY SP C33 **In areas suspected to have archaeological significance, developers will be required to undertake an Archaeological Impact Assessment.**

POLICY SP C34 **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 pose the least possible damage. Where this is not possible the planning application will not be supported.**

POLICY SP C35 **Planning permission will not be given for the demolition of buildings or structures of architectural and historical interest unless reasonable opportunity for preserving and/or recording its characteristics using available technologies before demolition begins.**

POLICY SP C36 **The planning authority will seek through their decision making process affecting land use and development to ensure that the design**

and character of a new building is , as far as possible in keeping with the scale and character of existing buildings around them.

Historic and cultural structures may be identified as suitable for various uses such as tourism, housing, shopping and entertainment from which several benefits may be obtained.

POLICY SP C37 **The planning authority will provide a list of all conditions that shall be met by the applicant for development of multiple and appropriate adaptive use and reuse of historic resources and will seek the assistance of the Jamaica National Heritage Trust in its preparation.**

POLICY SP C38 **The conversion or alteration of any existing building should be of a high standard of design and be in sympathy with the existing built environment.**

POLICY SP C39 **Alterations and extensions to buildings should respect the period, architectural characteristics and detailing of the original building including external features such as porches, and should use matching material.**

POLICY SP C40 **The demolition of buildings of historic interest may be allowed when a large scale development is proposed and the design and character of the buildings cannot fit into the existing situation.**

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

POLICY SP C41 **The local planning authority will ensure wherever possible the conservation of the best buildings and archaeological and historic features in town, village and countryside.**

POLICY SP C42 **The local planning authority will endeavour to protect and enhance all listed buildings, their settings and any features of special architectural or historical interest they may possess.**

URBAN ECONOMY

The urban economy of Portmore is centred on commercial, office tourism and manufacturing activities. The commercial and office activities are confined mainly to central nodes and their overall impact on employment types is diverse but limited. This is as a result of the dense population growth which is not complimented with the requisite resources to address the growing needs of the population. To ensure that the order area's economy continues to grow, it is essential to provide and protect sufficient land to accommodate opportunities for future employment growth.

POLICY SP UE1 **The planning authorities will provide the zoning of lands for the Order Area through the promotion and reservation of suitable sites**

for commercial, industrial, office uses, and disaster management (e.g. temporary relocation or staging areas) in local planning areas.

POLICY SP UE2 **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 SP UE3 **The location of new industrial office and business activities and the expansion and intensification of such uses in areas where they already predominate will be encouraged and promoted as long as they can conform with the planning requirements.**

POLICY SP UE4 **Office development may be permitted on land other than that identified for this purpose on the land use proposals map if it is for the erection or use of a smaller building within the built up or residential area for the purpose which has no significant harmful environmental effects.**

As residential development takes place commercial and other service facilities will have to be established to meet the needs of the new occupants. Each application will be assessed on this basis and the lands required for commercial, industrial and office activities identified and developed accordingly.

POLICY SP UE5 **The planning authority in dealing with applications for new housing development will ensure that lands are reserved in appropriate location for the commercial and other economic needs of the community.**

POLICY SP UE6 **The planning authorities will provide adequate setbacks to protect life and livelihoods (e.g. from flooding) in line with climate change considerations.**

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

POLICY SP UE7 **The planning authority will encourage mixed-use development where this is appropriate in the Order Area, and will at all times ensure the residential amenities and areas of environmental importance are protected.**

POLICY SP UE8 **In considering applications for business developments outside of the area shown on the land use map for the purpose the following will be taken into consideration:**

(a) the character of the area.

(b) the availability and supply of such facilities within the area.
(c) the development being acceptable on environmental, design, traffic amenity and other grounds.
(d) the plot ratio standard for the type of development.
(e) the car parking requirements for the development.
(f) the provision of adequate servicing facilities.
(g) impact on amenity, in terms of noise, vibration, smell, fumes, smoke, soot, ash, dust, grit etcetera
(h) provision of soft landscaping and trees.
(i) other related policies in this Order.

Organizations widely used by the public will be encouraged to provide outlets in shopping centres and other related developments, where it is convenient for consumers to carry out business transactions at the same time, rather than having to travel from one location to another.

POLICY SP UE9 **New shopping and other commercial business activities will be encouraged to provide accommodation for public service facilities such as the paying of utility bills, etc.**

POLICY SP UE10 **Applications for the establishment of offices or retail businesses in areas not proposed for such uses will be considered entirely on their own merit taking into account the availability of suitably zoned areas, the necessity to avoid breakdown of stable areas and communities, traffic considerations and other relevant factors.**

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

POLICY SP UE11 **In keeping with the industrial policy the planning authority will support the development of specialized industrial parks and industrial space for small business in appropriate locations.**

POLICY SP UE12 **Development proposals for any use which would result in a significant number of people living or working in proximity to any hazardous industry or storage site will not normally be permitted.**

POLICY SP UE13 **Hazardous industrial processes or storage facilities will only be permitted in locations where there will be no adverse impact to neighbouring sites or developments in the area.**

Night life is an important part of the urban fabric and contributes to the economy of the local planning area. However, entertainment provided can be a nuisance to the neighbouring uses; prompting the need for these activities to be properly screened and located.

POLICY SP UE14 **Planning permission for entertainment facilities will not normally be granted where traffic problems are exacerbated, where the amenity of residents would be appreciably impaired or where a proposal is incompatible with the existing character and function of the area.**

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

POLICY SP UE15 **Development proposals which would lead to unacceptable levels of noise nuisance to nearby existing or future occupants will not be granted permission by the planning authority.**

Where commercial or office development occurs certain basic amenities should be provided for the convenience of the public that uses them. The planning authority will assess the proposal and ensure that the provision is adequate before approval is given.

POLICY SP UE16 **In considering large scale commercial and office development certain public facilities such as toilets, children's play and solid waste disposal facilities will be provided.**

POLICY SP UE17 **In establishing restaurants or fast food facilities irrespective of size the developer is expected to provide sanitary facilities for the use of its customers who should at all times be able to access this facility.**

The disabled are at times not taken into consideration in the design and construction phase of developments. The local planning authority will ensure that adequate provisions are made for the disabled in the design of all new buildings that will be accessed by the public.

POLICY SP UE18 **Developments open to the public, used for employment or for educational purposes will not be permitted unless adequate access and facilities are provided for the disabled.**

POLICY SP UE19 **The local planning authority will encourage that in all new developments and where practicable and reasonable, the change of use, alteration or extension to buildings for employment or public uses provide suitable access and facilities for the disabled.**

There is a noticeable absence of a farmers' market especially in the western section of the Portmore Order Area. This area is seen as more productive in terms of domestic food supply. This facility would provide a steady income for the vendors and residents in the area and strengthen the economic position of the area.

POLICY SP UE20 **The local planning authority will seek to ensure that produce markets are located in the Order Area where they are required to fill the needs of the community, that they have the**

necessary facilities and amenities and that their use at all times involve that of market activity.

The Order Area has a variety of tourism opportunities to offer, such as recreational facilities, unique shopping environments as well as the rich history of Rodney's Arm, Fort Augusta, and Two Sisters Cave.

POLICY SP UE21 **Planning permission will normally be granted for tourism proposals on appropriate sites providing there is no overriding conflict with the policies in this Order especially those under "Tourism".**

POLICY SP UE22 **The planning authorities will consider favourably proposals for new compatible developments in areas of architectural and historic benefits which will bring life to urban centres.**

TOURISM

The Portmore Development Order Area is known for its beaches and various resort type, commercial and nightlife activities along the Port Henderson Road, but still has the potential for a varied tourism product including heritage and nature tourism. The development order seeks to support the development of the tourism product in a distinctive way. Each type of tourism activity must be viewed as having the potential to boost and reinforce the other activities. As the industry develops there will be a demand for more accommodation, attractions and other supporting infrastructure, hence the need to ensure that appropriate policies are applied.

POLICY SP TO1 **The planning authority will normally consider proposals for small hotels, guest houses and other service accommodation within built up areas, along the coast, and in areas identified or suitable for the purpose where the facilities are available to service this type of activity.**

POLICY SP TO2 **Conversion of buildings of historic and architectural importance into tourist accommodation especially in the instance where they are in need of repair and where this would contribute to the conservation of the building will be supported.**

POLICY SP TO3 **New development to facilitate tourism will normally be supported in areas outside the built up urban areas where the efficient operation of well-established activities justifies extensions.**

POLICY SP T04 **The planning authority will normally support the development of bed and breakfast/ home stay facilities to supplement accommodation offerings; however such development should not detract from the amenity of the area in which they are located.**

The Hellshire Hills being a part of the Portland Bight Protected Area offers opportunities for eco and adventure tourism including hiking and nature walks through the forest reserve. Guest houses, bed and breakfast, and self-catering accommodation will normally be acceptable. However, access

should be suitable with the proposals having no adverse effect on the environment and character of the locality.

POLICY SP TO5 **Proposals for new or improved tourism facilities and attractions will be supported on appropriate sites subject to the siting, design, environmental and visitor management considerations being satisfactory.**

POLICY SP TO6 **Tourism service accommodation outside built up areas will normally be permitted in suitable areas where existing buildings are converted or where appropriate extensions to existing service accommodations are required.**

POLICY SP TO7 **New proposals for hotel development shall be considered on their own merit taking into consideration the guidelines provided in Policy SPT01.**

Compatible mixed uses such as residential and cottage industries will normally be encouraged. However, over time new standards and guidelines for the location of such development will be developed in order to preserve the character and amenity of residential areas

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

While tourism development facilities will be encouraged in built up areas and elsewhere in the Order Area the environment has to be safeguarded in the interest of local residents. Facilities such as bed and breakfast will also be accepted.

POLICY SP TO9 **In built up areas, development which improves or extends the range of tourist facilities will be permitted provided the development is compatible with the character and appearance of the locality and complements the amenities of nearby residents.**

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

POLICY SP TO10 **Indoor and open air restaurants, cafes, tourist information facilities and picnic areas, may be permitted at appropriate locations on roads providing there is no conflict with conservation policies and the local planning authority being satisfied with the design.**

The height of hotels, guest houses and other tourist facilities should fit into the environment in which they are being located. They should not be bulky and overbearing, should be adequately landscaped and conform to the density, height, floor area ratio, ground coverage and all other planning and development requirements for the area.

POLICY SP TO11 **The height of hotels, guest houses and other tourist accommodation should not exceed the planning criteria established for the area in which they will be located.**

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

POLICY SP TO12 **Tourism service facilities will be allowed in areas where man-made features are developed as attractions and in conservation areas providing there is no conflict with conservation policies and the design being satisfactory to the relevant authorities.**

Port Henderson Road is home to many motels, hotels, clubs and restaurants. This area has the potential of becoming entertainment hub of Portmore if suitably implemented. The Dawkins Pond also has the potential to be used for recreational and tourism purposes if properly developed. The area can be developed to include facilities such as boardwalks, sidewalk eateries, mixed use developments (housing, commercial and office uses) and environmental rehabilitation.

POLICY SP TO13 **The planning authority will normally support developments which enhance the aesthetics, increase available recreational area and generally increase the usability of the Port Henderson Road and Dawkins Pond and will at all times ensure that these development do not diminish the visual or environmental quality and importance of the area.**

The eco-tourism and heritage potential of the area has not been developed. Based on its proximity to the Dawkins Pond, wetlands and the nearby heritage sites (Fort Augusta, Rodney Arms, Green Bay) there is considerable scope for further development in order to diversify the tourism product of the Municipality. Proposed activities could include heritage trails as well as water related recreational tourism activities such as boating, rafting on the ponds and other non-motorized water sport activities. This plan would encourage compatible mixed uses such as low intensity resort development along with associated commercial, recreational or other uses that would enhance the tourism product.

POLICY SP TO14 **The planning authority will support tourism development that are compatible with the fishing beach and that are in keeping with the guidelines outlined in this Development Order.**

POLICY SP TO15 **Hotels, guesthouses and other tourist facilities/attractions should be in keeping with the area's carrying capacity and should not destroy the environmental integrity of the area.**

POLICY SP TO16 **All resort developments should conform to the development standards for density, height, floor area ratio, ground coverage for the area as indicated in Appendix 15.**

MINERALS

Minerals are basic resources for 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 not done according to policy. 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 quarrying activity takes place.

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

POLICY SP M2 **All operations concerned with and ancillary to the extraction of minerals constitute development and as such, require planning permission from the planning authorities.**

The Mines and Geology Division has delineated a quarry zone in Hill Run. It is anticipated that under normal circumstances quarrying will only be permitted in this area and only after the necessary licenses have been obtained. The zone has been determined by the availability and quality of suitable material and is related to the consumption areas. However, there are some quarry sites outside of the zone which will remain in operation until the licenses are not renewed.

POLICY SP M3 **Quarries must be located within the quarry zones and this operation will not be permitted in any other location, except in extenuating circumstances and only after adequate study of the proposed site has been done.**

POLICY SP M4 **Mining and quarrying plans should be submitted to the appropriate authorities before any such activity commences.**

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

POLICY SP M5 **In dealing with quarry applications which are outside of the quarry zones the local planning authority will take into consideration the impact of the activity on the surrounding areas and will not recommend their approval to the Commissioner of Mines where they will have adverse effects.**

POLICY SP M6 **In the event that contemplated development might affect licensed quarry operation, the matter shall be referred to the Commissioner of Mines for his recommendation.**

POLICY SP M7 **Plant sites for the processing of quarry materials should be located as close as possible to the quarry sites and will be assessed in terms of their impact on the surrounding areas.**

The number of quarries operating in any area at one time will be controlled by the demand for the

material. On completion of the operations it is expected that restoration of the quarried areas will take place in the shortest possible time.

POLICY SP M8 **All mined out and quarried lands are to be restored to its original vegetative state, or to a level which is satisfactory to the local planning and relevant authorities.**

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

POLICY SP M9 **Lands which are slated for development may be quarried on a priority basis and be prepared for development to the satisfaction of the planning authority.**

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

POLICY SP M10 **The extraction of onshore coastal sand will not be permitted except under exceptional circumstances and sand extraction in such situations will be stringently controlled.**

TELECOMMUNICATIONS

The growth in communication technology has given rise to the erection of cellular base stations, laying of cable, and other telecommunication apparatus and devices such as antennae and satellite dishes for both domestic and commercial use across the Portmore Development Order Area. Telecommunication devices for commercial purposes are larger and more prominent than those for domestic purposes which have gotten smaller. The siting and design of these facilities should at all times be such that they do not have a severe impact on the character and visual amenity of the environment.

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

POLICY SP TELE2 **The proposed development of telecommunication apparatus should be designed so that it blends well with the environment, minimizes visual impact and avoids an overall loss of amenity. Different solutions, types of material and colours should be utilized where possible. New apparatus within urban areas should be sited on existing structures where possible.**

Telecommunications and particularly mobile telephony, have become an indispensable feature of modern living. However, there has been much concern about the radio waves being transmitted between cellular towers on the health of nearby residents. Since most studies on the effects of exposure to radio waves from mobile phones or their base stations have remained inconclusive, a precautionary approach will therefore be adopted in the location of these telecommunication devices.

POLICY SP TELE3 **Pre-application consultation and discussion will be undertaken between the planning authority and the operator, schools, communities, interested parties and any other relevant body before planning permission is granted for the installation of any such device.**

POLICY SP TELE4 **The local planning authority will ensure that the beam of greatest radio frequency intensity from a base station sited within or near retirement homes, educational and health facilities does not fall on any part of the grounds or buildings of the institution through consultations and negotiations with the owners and operators of the facility.**

POLICY SP TELE5 **Operators shall submit statements indicating compliance with World Health Organization guidelines for non-ionizing radiation protection with each application before it will be considered by the planning authority.**

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

POLICY SP TELE6 **In considering applications the Planning Authority will take into consideration the development rights of the subject land and that of the adjoining premises.**

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

POLICY SP TELE7 **Operators of telecommunication systems shall safely dispose of obsolete equipment and restore the land to a use or state, to the satisfaction of the planning authority.**

An increase in the number of participants in the telecommunications industry has given rise to a proliferation of antennae, in both urban and rural areas. This equipment is usually high and prominent, and is always located where they become a visible feature of the landscape. This has threatened the visual quality of some areas, reinforcing the need for regulation. Where satellite dishes, microwave antenna, radio masts and other telecommunications apparatus have to be installed, they will be considered on their own merits taking into consideration their impact on the character of the area. The possibility of sharing facilities will also have to be explored so that the number of structures in an area may be reduced.

POLICY SP TELE8 **The planning authority will facilitate the installation of telecommunication apparatus in new development where this is feasible.**

POLICY SP TELE9 **The planning authority 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.**

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

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

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

POLICY SP TELE12 **The erection of antennae on business premises will normally be permitted where the proposal is such that it is not visible from public areas or from the habitable room window of a dwelling which overlooks the site.**

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

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

POLICY SP TELE14 **Where planning permission is required for the erection of an antenna on any residential dwelling, the application will be considered in terms of:**

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

POLICY SP TELE15 **Satellite dishes should, wherever possible, be located at the rear of a building or premises or on lower roofs and should be as unobtrusive as possible from the public view.**

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

POLICY SP TELE16 **Telecommunication devices will not be allowed on *sites of* historic, architectural or archaeological significance or on buildings within conservation areas and consideration will be given to siting these on adjoining buildings or where they will least jeopardize the character and appearance of the site or heritage building.**

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

POLICY SP TELE17 **Telecommunication requirements should be considered at an early stage in new developments as the installation of visually intrusive equipment at a later date may not be permitted.**

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

POLICY SP TELE18 **In complexes such as terrace and town house development consideration will be given to the sharing of one antennae and, or satellite dish between several units.**

POLICY SP TELE19 **Where there are several separate users in one building such as apartment and office building only one antennae will be permitted for the whole building unless the others can be screened from public view.**

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

POLICY SP TELE20 **Where possible the planning authority will require that the smallest size dish should be used on the exterior of buildings and the colour should blend with its background and surroundings.**

ENERGY GENERATION AND CONSERVATION

The Portmore Development Order Area is heavily dependent on energy which is provided by the Jamaica Public Services Company Limited through a series of sub-station located throughout the Order Area.

The cost of supplying energy is very expensive due to the rising cost of oil and the over-dependence on fossil fuels. Co-ordinated efforts need to be undertaken to reduce energy consumption and increase energy technologies and conservation measures. Alternative energy source such as solar and hydro plants results in reduced greenhouse gas emissions, improved air quality, and healthier ecosystems and should be encouraged in the development order area.

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

POLICY SP E1 **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 SP E2 **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.**

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

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

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

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

POLICY SP E6 **Ancillary utility services should be so located that they will in no way obstruct pedestrian infrastructure.**

Aging, dilapidated and deteriorated energy infrastructure can impact negatively on the environment and also minimize access to reliable energy. Transformation to modern energy-efficient infrastructures could result in lowered costs and risks for providers as well as increased access to sustainably generated energy.

POLICY SP E7 **The local planning authority is concerned about the maintenance of all energy infrastructures and will seek to have energy providers maintain and upgrade them to mitigate against impacts on the environment and sustainably satisfy the demand of the order area.**

The laying of utility wires underground makes an area more aesthetically pleasing. It also reduces downtime after climatic events such as hurricanes, which reduces productivity. While the initial capital outlay is large, the returns on the investment is high, considering the frequency of weather events and cost to replace broken poles and lines due to strong winds. Additionally, having wires dangling overhead can be dangerous for commuters.

POLICY SP E8 **The planning authority will generally support the undergrounding of utility wires and cables, with appropriate markers installed to identify the routes; POLICY SP E9 represents the ideal**

requirements for urban centres.

POLICY SP E9 **In urban centres, especially, the planning authorities will have a preference for, and seek the implementation of appropriately designed, subterranean utility corridors/ tunnels that simultaneously support multiple utility types while allowing for easy access for maintenance without the need for disturbing the road surface.**

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

POLICY SP E10 **In seeking permission for the erection of transmission lines, power generation and distribution companies will be required to indicate to the planning authority how the proposed route was selected in an effort to ensure minimum visual impact.**

The rapid depletion of non-renewable resources has created a need for the provision of renewable energy globally. The introduction of biofuels, wind and solar energy are sustainable mechanisms by which power can be generated and conserved. The local planning authority will support the establishment of such developments at suitable sites. Environmental Impact Assessments (EIAs) will generally be required for such developments.

POLICY SP E11 **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 harm to the ecology of the area or undue disturbance to any other functions or services therein.**

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

At present, the collection and utilization of solar energy occurs predominantly at an individual development/ household level, and, in most instances as a supplementary energy source. Although *panels* are needed externally to collect energy, these are often placed in locations where they have minimal visual impact.

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

Portmore is generally considered to experience above average day- and night-time temperatures, and, during the summer-time, this situation is heightened. The result is that there is a higher net demand placed on energy for cooling (by fans and or air conditioners). Internationally, there are

numerous approaches that can alleviate these pressures; one such being Green Roofs.
The use of green roofing technology has been a long-standing practice, particularly in European countries, for generations. When properly implemented, the practice is known to drastically, and instantaneously decrease building cooling requirements (therefore, energy consumption). While the initial costs can be high, the break-even point can be achieved in the short-term, and the long-term benefits and savings will be substantial and lasting.

Roof-top farming is a type of green roofing that also has the added potential of being an income-earner, and, if done at a large enough scale, can be a viable agro-business within a community. These practices are adoptable and is being promoted within the Order area.

POLICY SP E14 **The planning authorities will normally favourably consider planning applications that proposes either the partial (at least 25 per cent) or full coverage of rooftop surfaces with approved vegetation and using an appropriate design, to their satisfaction.**

POLICY SP E15 **Where at least 25 per cent of a roof area is to be 'greened', and the space will be accessible and accommodative to users, it will be treated and counted as amenity space.**

POLICY SP E16 **The planning authorities will support the conversion of existing rooftops into green roofs given an appropriate design is proposed.**

POLICY SP E17 **The planning authorities will normally support the establishment of scalable, communal agro-businesses utilizing the cumulative rooftop space (roof-top gardens) shared between members of such an initiative; the designs chosen must be appropriate, structurally and aesthetically, to their satisfaction.**

WASTE TREATMENT AND DISPOSAL

Sewage
Portmore has a number of sewage treatment facilities that are dated, in a state of disrepair and unable to support the current population. In 2016, the government pledge $2.4 billon towards a Portmore Sewage Diversion Project. This aims to convert the existing facilities into transfer pumping stations that will deliver sewage to the larger and more modern Soapberry Wastewater Treatment Plant which has the capacity to treat 75,000 cubic meters of sewage per day.

The waste water from the intensive developments close to the coast often goes untreated and is output directly into the sea. As such, development (especially of an industrial nature) needs to be effectively regulated, and the current trends reversed.

POLICY SP WT1 **Permission will not be granted for any new development or extensions to existing development within a sewered area, as indicated on the Portmore Development Order Sewage Infrastructure Map (Map 3) unless they are being connected to the central sewerage system.**

POLICY SP WT2 **The planning authorities will seek to encourage the development of or improvements to pumping stations and sewage transportation and treatment facilities within the order area.**

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

POLICY SP WT3 **The relevant authority shall ensure that all Local Planning Area is centrally sewered and on the introduction of this central sewerage system to the area all developments should be connected to this facility.**

Areas in which there are no central collection facilities and where it is unlikely that this will be installed in the near future, although there is access to pipe water, should discharge their sewage by means of one of the methods approved for such situations. This should however, have regards to the type of building, lot size, soil characteristics, sources of ground water, and topographical conditions existing in the area.

POLICY SP WT4 **Permission will not be granted for new buildings or extensions in areas without central sewage, as indicated on the Portmore Development Order Sewage Infrastructure Map (Map 3), unless the sewage treatment facilities proposed will treat the sewage produced to at least à tertiary level.**

POLICY SP WT5 **In the absence of a central sewage system the following sewage disposal methods may be permitted in appropriate situations:**

(i) **septic tanks and tile field; or**

(ii) **Any other safe and appropriate waste disposal technology as may be developed that is acceptable to the Planning Authorities and other relevant agencies.**

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

POLICY SP WT6 **No absorption pit or tile field shall be located in the vicinity of an actual or potential well or source of domestic water supply where there is the possibility that these may become polluted.**

POLICY SP WT7 **There should be a minimum vertical distance of one meter between the bottom of a tile field or absorption pit and the maximum elevation of the ground water table or any layer of rock or impervious material.**

Wastewater Recycling

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

POLICY SP WT8 **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 SP WT9 **New housing developments which are served with a piped domestic water supply system should make provision for the use of rain water/grey water for the watering of plants and other non-potable uses.**

POLICY SP WT10 **Developments having large landscaped grounds, golf courses, or management of public green/ open spaces should make provision for the use of recycled water to water these areas.**

Solid Waste Disposal

Solid waste in the Order Area is generated by the office and commercial activities such as shops, restaurants, hotels, along with the resident population. The Riverton City Sanitary Land Fill services the Order Area.

POLICY SP WT11 **Existing and proposed civic amenity waste sites and transfer stations should have satisfactory access; traffic routes to and from the site should not be detrimental to environmentally sensitive areas and the activity should in no way be a nuisance to adjoining uses.**

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

POLICY SP WT12 **The local planning authority will seek to ensure that provision is made for recycling facilities in new developments to facilitate the recycling of waste.**

POLICY SP WT13 **In considering the location of sites for waste disposal/recycling the local planning authority will have regard to the potential impact and effect on the surrounding uses and the environment in general.**

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

POLICY SP WT14 **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 WT15 **Where landfill is used as the method of solid waste disposal there should be an acceptable scheme of restoration with the planning authorities to make the land suitable for an agreed use.**

Where facilities are not adequate for the storage of garbage and other solid waste, a breeding ground for flies and rodents is created. Although this tends to be more prevalent in commercial areas and activities, it is to a lesser extent, applicable to residences as well. Precautionary measures should therefore be taken in the form of the provision of satisfactory receptacles on the premises.

POLICY SP WT16 **Commercial, industrial, office, and multifamily developments should provide vector/rodent proof receptacles on the premises for the storage and disposal of garbage; these receptacles must not be located along the fringes of the development.**

POLICY SP WT17 **Solid waste management plans showing the separation, use, and disposal of solid waste shall be submitted with development applications to the planning authority.**

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

POLICY SP WT18 **The planning authority will give attention to the creation of special hazardous waste disposal sites where and when necessary for the safe disposal of hazardous materials.**

WATER SUPPLY

National Water Commission (NWC) produces over 1 billion gallons of water per month in the Parish of St. Catherine through some thirty four (34) wells and five (5) surface sources. The Order Area also supplies some 3 million gallons of water daily to the Kingston Metropolitan Area. Hence it is extremely important to protect surface and ground water sources within the Order Area.

A Water Supply Improvement plan has been prepared for the Parish by the National Water Commission which involves the carrying out of a number of water supply rehabilitation and upgrading works. A substantial portion of the proposed works is aimed at addressing the

unacceptable level of Non-Revenue Water through the replacement of major sections of the aged and undersized water supply infrastructure, and improvement in water supply pressure management.

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

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

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

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

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

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

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

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

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

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

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

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

It is imperative that watersheds within Portmore and those that contribute to the Order area are protected from indiscriminate clearing and unsustainable practices as these negatively impact the areas water supply and quality.

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

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

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 wellbeing on a sustainable basis, will therefore be supported. 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 or it is not an urban-type development

(b) where adequate provisions have not been made for infrastructure and utility services

(c) which will sterilize or destroy the use of an important resource

(d) which by virtue of any process, generates smell, fumes, noise or that would be a nuisance to existing and proposed development in the area in which it is to be located.

POLICY GD2 **Development will be supported in areas that provide a healthy environment and in which the land to be developed satisfies the requirements and guidelines for the type of buildings and structures that is proposed to be erected.**

In the development process, it is important that existing trees and woodlands of amenity, economic and ecological value are protected and maintained 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.

POLICY GD3 **The local planning authority will 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 if necessary.**

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

In order to preserve the visual and recreational amenities of the 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 vehicular parking facilities. Unrelated uses such as shops and houses will not be supported on these lands.

POLICY GD5 **The local planning authority will ensure that existing recreational open spaces are protected and enhanced in all developments and that only facilities necessary for their proper functioning and the preservation of the amenity and character of the area are allowed.**

POLICY GD6 **Existing playing fields and other public open spaces within established residential areas will be protected from incompatible development and the creation of new areas for active and passive recreation will be identified wherever possible.**

Non-conforming uses are those activities existing in areas that have not been zoned for the purpose and 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 **Buildings of architectural and historic importance and their features will be preserved and conserved both in the long and short term and the local planning authority will seek the cooperation of the owners and occupiers in this regard.**

POLICY GD10 **In considering applications for development on or within 91 meters of sites of archaeological significance the local planning authority will refer them to the Jamaica National Heritage Trust for comments and advice.**

It is important that water sources be protected as its presence and purity is an essential part of life. Precautionary measures have to be taken against 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 GD11 **Development proposals that may impact on water sources will only be permitted where it can be demonstrated that they would not pose a significant risk to the quality or quantity of such controlled sources.**

POLICY GD12 **Initiations that will lead to improvements in the quality of surface waters will be approved where satisfactory ecological and visual safeguards have been instituted.**

Due to the geological structure of the Order Area the local planning authority have to ensure that development 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 planning authority.

POLICY GD13 **Development proposals will not be supported which would create, affect or may be affected by stable or potentially unstable land and would be a significant risk to life, health, property or natural heritage unless the planning authority is satisfied that the land can be made capable of adequately supporting the development. (See also Policy SP H25 and SP H26)**

There are many activities which are important to the residents of the Development Order Area but at the same time can be an irritant and have a detrimental effect on the environment. As such 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 disassembly, repair and spraying of motor vehicles and the storing and processing of minerals and building materials. They usually have

a high level of outdoor activities and should be accommodated on special sites such as those for heavy industry away from residential areas. The local planning authority will identify areas in acceptable locations where these activities can be concentrated, screened and landscaped to minimize their impact.

POLICY GD14 **New bad neighbour developments or the extension or intensification of existing activities or use outside of their designated area will not be permitted.**

POLICY GD15 **Bad neighbour uses will be confined to the area designated for that purpose except it can be shown that the proposal cannot be satisfactorily accommodated on the sites available for that purpose.**

Piped water supply is presently not a problem in the Order Area however, with increased population growth and development these infrastructure may come under pressure coupled with seasonal droughts associated with the impacts of climate change. Residents in the Order Area will have to increase their capacity to store and provide water by relying on catchment tanks where appropriate.

POLICY GD16 **Developments taking place in the Order Area where processed piped water is not available, should make provisions for the collection of rain water to fill their needs and those where piped water is available should use rain water as a back-up system.**

Industrial, commercial and agricultural uses are being encouraged to substitute potable with non-potable water whenever this is possible. Rainfall harvesting which is a traditional practice in Jamaica is being recommended in both situations. Other methods such as recycling should be taken into consideration.

POLICY GD17 **The siting, design and operation of permanent harvested water system shall be in accordance with applicable standards and guidelines and shall be constructed to the satisfaction of the local planning authority.**

The Municipality of Portmore, specifically the communities of Waterford, Caymanas Gardens, Independence City and Westchester are prone to flooding due to their location on the Rio Cobre flood plain. Flood plains perform an important function in the control of flooding in the lower segments of a river course, and coastal areas and development of these areas should be properly managed and controlled to reduce these impacts. New development on lands previously not developed or extensions to existing development will also increase run-off in an area thereby increasing the risk of flooding. These situations will be taken into consideration in the processing of development applications. (In this regard see also Policy SP H25)

POLICY GD18 **There will be a general presumption against new developments or the intensification of existing ones in areas which are at risk from flooding, unless it can be demonstrated that this will not occur either on site or elsewhere.**

The adverse effects of pollution need to be considered in dealing with planning applications as it can cause significant damage to human health and the environment. It is important that developments that would result in high noise levels and other forms of pollution be located away from residential and other sensitive areas. Incompatible land uses and other development should be located away from sources of potential pollution.

POLICY GD19 **Development proposal which would cause or result in significant harm to health, the natural environment, local amenity, natural heritage, the historicity or character of the landscape because of significant levels of air, noise, light, or other types of 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 account the effects of the cables and towers on future residents or occupants. In some instances, buffer zones may be required to minimise any adverse impacts.

POLICY GD20 **In dealing with applications for development proposals close to overhead power lines consideration will be given to the effect of the light poles, transmission towers and cables in the vicinity of the site on the wellbeing the 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 interests 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.

POLICY GD22 **In the built up areas and in the residential areas of local planning areas permission will normally be given for hotels and other serviced accommodation provided they are consistent with other policies of the order. The loss of tourist accommodation will not normally be permitted. (See also Policy SP H17 and Policy UE18)**

Professionals such as doctors and dentists 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 such conversions are contemplated and they are not a part of the doctor's residence, they will need to have planning permission and conform to

the vehicle parking requirements in Appendix 8.

POLICY GD23 **The local planning authority will support proposals for the use of buildings as medical and dental facilities in appropriate locations and premises in residential developments consistent with other policies of this Order. (See also Policy SP H17 and Policy SP UE18)**

THE DESIGN OF NEW DEVELOPMENTS

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

POLICY GD24 **New developments will only be approved by the local planning authority where the necessary infrastructure and amenities are available and where they conform to the policies, requirements and guidelines for such developments as set out in this Development Order.**

POLICY GD25 **Planning permission will not be granted for any development which would have a significant or adverse effect upon amenity and privacy of adjoining properties.**

POLICY GD26 **All single family detached residential buildings will be required to be set back from side property boundaries or adjoining buildings to the farthest projection of the building at ground level plus set back per floor for buildings proposed in excess of one storey to allow for side and rear yards as indicated in Appendix 19.**

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

POLICY GD27 **A landscaping proposal plan is expected to accompany the submission of an application to the local planning authority for resort, townhouse and apartment developments and no operations should take place on the site before permission is received for the application.**

POLICY GD28 **New developments will be expected to conserve any wildlife features that exist on the site and create appropriate 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 GD29 **The local planning authority will not grant permission for developments which are likely to result in damage to or the loss of trees which makes a significant contribution to the character and appearance of an area, except in extraordinary circumstances, in which case the site would have to be landscaped to their satisfaction.**

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

POLICY GD30 **Where any land within this Order Area is to be subdivided into allotments for the purpose of sale or building purposes, a scheme plan showing the proposed subdivision is to be prepared and submitted to the local planning authority for approval.**

POLICY GD31 **Where a scheme plan (subdivision) is to be submitted to the local planning authority for approval, the layout and other details should be in accordance with Appendix 12 and 13 of this Order.**

In subdividing land, a variety of street design such as grid, modified grid, curve linear, cul-de-sacs, loops and P-loops and a variety of housing types and design along with the necessary open space will be encouraged. All proposals should take the physical characteristics of the site, including trees and clusters of trees, and other forms of vegetation and structures and sites of architectural, historical or archaeological interest respectively into account. 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 paramount.

POLICY GD32 **In considering subdivision applications, the local planning authority will pay special attention to the design of the road network and will ensure the coordination of the subdivision of contiguous properties through the continuation of roads into lands which have not yet been subdivided, in order to integrate utility and public services and other activities.**

POLICY GD33 **In granting permission for the development of land, due consideration will be given to the standards of amenity already established in the area and any departure to provisions which is lower will be permitted only on the merits of the case.**

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

POLICY GD34 **The local panning authority will assess new subdivision applications based on needs in the area and where necessary will impose a program of phasing and seeding to encourage new buildings to be constructed.**

POLICY GD35 **Subdivisions in local planning areas in excess of 100 lots or in the rural areas in excess of 50 lots will not be considered unless the developer can satisfy the planning authority that such development is not premature in terms of local demand and that all required utility services can be provided without placing added demands on the relevant government agency(ies).**

POLICY GD36 **Plot coverage and other requirements for developments should be in accordance with the requirements in Figure 1 of this Order and the figure 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 GD37 **Development which is likely to have significant effect on the environment by virtue of its nature, size and location may require an Environmental Impact Assessment (EIA).**

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 GD38 **The planning authority will support infill and redevelopment and will ensure that all relevant planning standards are adhered to.**

POLICY GD39 **The subdivision of land will be guided by the relevant Housing Policies and the other guidelines and requirements in Appendices 13, 18 and 21 of this Order.**

Before granting planning permission for new housing development either in the form of a subdivision or a scheme the local planning authority has to be satisfied that sufficient open space and other residential facilities and amenities will be provided on the site or in association with other adjacent developments. In doing so consideration will be given to existing recreational space such as school grounds accessible to the neighbourhood, small areas of amenity open space and open areas of general amenity value.

POLICY GD40 **New residential development will be required to make appropriate provision for public open space and recreational areas in accordance with the standards outlined in Appendices 11, 13 and 23 and arrangements made by the developer with the local authority or residents for long term maintenance.**

POLICY GD41 **The local planning authority will not allow lots that have been reserved as open space or amenity areas to be used for other purpose unless that purpose is for other recreational activities or they are not required to meet the long term demand for recreational use due to availability of other facilities in other areas of the development.**

POLICY GD42 **The land required to be set aside to meet community needs in residential subdivisions should not be pieces left as unsuitable for housing development but land of appropriate dimensions, shape, slope and location in accordance with the requirements set out in Appendix 11.**

POLICY GD43 **In reserving land for open space in subdivisions 100 lots and over, the local planning authority will give consideration to the provision of larger 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 GD44 **Site development standards including density, plot coverage and other requirements will be used in accordance with Appendix 11 to guide the resultant form of the development being proposed within an area.**

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 in accordance with Appendix 6. Traffic generation and its impact on the road

system will be taken into account when new development proposals are being considered. Importance will also be given to safety and environmental factors at all times.

POLICY GD45 **All road networks in new developments 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 uses, takes place within recognized shopping areas. It is generally convenient for both shoppers and traders in this way and the land use proposal maps have areas zoned for such purposes. 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 singly, as part of a residential unit or as shopping centres to serve neighbourhood's needs. Irrespective of the type and size of the facility, they will require careful location and planning in relation to other developments.

POLICY GD46 **In the design and location of shopping facilities access and circulation with regards to the existing road network will be controlled in order to facilitate proper functioning of the facility and protect adjacent residential properties.**

Where commercial and office buildings are free-standing they should conform to the highest design standards, be integrated with and complementary to the streetscape 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 GD47 **Free standing buildings must respect the scale and proportion of the streetscape by maintaining the existing or approved urban form along the street and where designed as a part of a residential building, should maintain the character of the host building.**

POLICY GD48 **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.**

POLICY GD49 **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 situated such that the required parking may be provided on the site satisfactorily.**

POLICY GD50 **The height of the building will depend on the nature and size of the activity but for general commercial in business centres should not exceed two (2) floors with a plot ratio of one and plot coverage of 50 per cent. In other areas, the height should be one storey with a floor area ratio of 0.5 and lot coverage of 50 per cent.**

The Land Use Proposal Maps have areas allocated for office use. However, where these have not been indicated, the use will normally be encouraged in or adjacent to commercial areas. Some office use may be allowed in fringe areas but may have to incorporate activities such as apartment and town houses and, where near to residential buildings, will be assessed in terms of impact on the visual and residential amenities of adjoining properties.

POLICY GD51 **The height of office buildings in areas zoned for the purpose will be determined by the floor area ratio, plot coverage and setbacks but will not exceed a maximum of ten (10) storeys in business centres, two (2) storeys in other areas and only a single storey above ground in residential areas.**

POLICY GD52 **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 GD53 **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 murals, tiling and paved design close to or within key development sites can enhance their character. Not only should the city centre be considered for this treatment but also hotels and specially identified areas in new and old neighbourhoods. Individuals or groups interested in such activity should work along with the local authority to ensure proper maintenance of the artwork and the area.

POLICY GD54 **The provision of public works of art or other decorative features that will enhance the identity and interest of public areas or refurbishment schemes will be supported.**

Repair garages will be encouraged in areas where the land use is identified for industrial purposes and at existing petrol stations where such activity can be accommodated. They should also conform to the policy and the guidelines provided in the Development and Investment Manual- Volume 1 Section 1- Planning and Development- Chapter 2 which will be used in the assessment process. See also Policy SP UE 24

POLICY GD55 **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 Appendix 8 for all categories of buildings is to ensure that an adequate amount is provided for each development. The spaces should be located within the building line on the premises that it is intended to serve in such a manner that it will not be injurious to the amenities of adjoining premises. They should be landscaped, especially in commercial areas as shown in Figure 4. The bays should be in practical shapes that allow for the manoeuvring of vehicles.

POLICY GD56 **The provision of off-street car parking spaces will be in accordance with the requirements indicated in Appendix 8 to ensure it is adequate. The standards of parking bays shall be as provided in guidelines in Appendix 9 and Figure 4 and no development will be approved that is not in conformity except in extraordinary circumstances.**

Shop fronts are important visual elements in a commercial area and can contribute significantly to its attractive quality if properly designed. 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 GD57 **The local planning authority will ensure that the provision of shop fronts is of high standard of design and appearance and relate to the architectural characteristics of the area or buildings of which they form a part.**

POLICY GD58 **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 GD59 **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 GD60 **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 some urban centres of the Order Area where such facilities are available to make more efficient use of buildings and to improve the viability and

vitality of such shopping areas.

POLICY GD61 **The conversion of vacant or underused floor space above commercial properties in commercial areas to residential use will be encouraged where the design is satisfactory, the nearby uses are compatible and there is appropriate pedestrian access and parking facilities. (See also Policy SP H18 and H19)**

New developments may take the form of infill which is the replacement of individual buildings in a housing development or the construction of buildings on vacant lots within a partially completed developed subdivision. Buildings should be closely related to its surroundings and should be such that it enhances the appearance and character of the area. The density should be such that it protects the surrounding amenities as well as that of the new development.

POLICY GD62 **Infill developments will be allowed on vacant lots within areas of residential subdivision, where appropriate, at a density not significantly higher than that existing, as indicated on the Portmore Development Order Density Map (Map 2). The form, scale and design of the new development should normally be in keeping with the existing development and have regard to the form and materials of adjoining buildings.**

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

POLICY GD63 **The local planning authority will not normally grant permission for any development which will have a detrimental effect on views or other similar amenities being enjoyed by occupiers of buildings or others whether or not they are located in close proximity.**

All new developments are to be of a high standard of design and appropriate in its context, and should be easily accessible by the persons with disabilities and those with special needs such as the elderly and people with young children; this guarantees 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 utilized without any hindrance.

POLICY GD64 **The design of new buildings and other areas to which the general public have access, will be required to make adequate provisions for the** persons with **disabilities and those with special needs.**

POLICY GD65 **All proposals for development are required to be of a high standard of design, have a satisfactory means of access, adequate car parking and provide a high standard of landscaping where appropriate and avoid conflict with adjoining uses.**

The design of approaches to building is very important as a poorly designed and maintained pavement for example can be very hazardous to everyone especially to persons with disabilities. Street furniture and the location of light poles are hazardous for the visually challenged, if not consistently positioned. Road crossings with dropped kerbs and tactile surfaces will be safer and inclusive. The local planning authority will endeavour to seek improvements in this regard.

POLICY GD66 **In determining planning applications, the local planning authority will seek to ensure that the design of external areas meet the needs of persons with disabilities and will take into consideration factors 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 conveniences for their patrons. Such requirements will be in addition to that provided for employees. These 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 persons with disabilities.

POLICY GD67 **All new shopping centres, hotels and other businesses used by the general public should have public sanitary conveniences that cater also to persons with disabilities and designed in accordance to 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.See also Policy SP UE 15)**

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

POLICY GD68 **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 GD69 **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 etcetera., will be assessed by the authorities when applications are being processed to ensure that they do not contravene

established standards. The necessary consultation will be had with the required agencies in this regard.

POLICY GD70 **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. Acceptable noise levels are usually achieved in new developments using design measures if they cannot be achieved through the normal method of building construction. However, if neither method is acceptable in principle, and sound reduction measures can provide a reasonable degree of amenity, permission will be given due consideration.

POLICY GD71 **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 68db for external recreation areas.**

Some developments are particularly sensitive to noise such as residential, educational and care facilities (hospitals, nursing homes 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 GD72 **Proposals for noise-sensitive development in proximity to existing sources of noise, or for noise-generating use of land close to existing noise-sensitive development, will be considered, taking into account the effects of existing or projected noise levels on the occupiers of the existing or proposed noise-sensitive development (See also Policy GD71).**

Adequate provision is to be made in all new developments for waste storage and collection. Inadequately or badly situated storage facilities can affect the amenity of neighbouring property and sometimes result in health and safety problems. Such waste storage areas or facilities should be screened and made tamper-proof to prevent access by flies and rodents.

POLICY GD73 **All new developments will be required to make provision for the storage and collection of solid waste in such a manner that it is not environmentally unfriendly.**

Strategic gaps are intended to prevent the coalescence of existing 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 GD74 **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.**

"Sub-urban 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 the subdivision of lands or the extension of buildings in these locations, the proposal will be carefully considered, as approval could set the precedence for undesirable development trends, adding to the destruction of the character and appearance of the countryside.

POLICY GD75 **Proposals for new development or extensions 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 in the movement of pedestrians and motor vehicles. Owners of properties or developments that displace or discharge large volumes of surface water, especially along major thoroughfares should ensure that surface water, where possible, is intercepted and disposed of before it reaches the roadway.

POLICY GD76 **Developments are required to dispose of storm water run-off from roofs, where possible, on their own property or under the side walk. No permission will be given for such storm water run-off to be disposed of directly onto the surface of the side walk or onto the roadway.**

During the process of development, residents can be disturbed by noise, smoke or dust emanating therefrom. It is the duty of the developers to ensure that this does not occur or at least minimally, through the adaptation of mitigative measures such as sprinkling, the installation of noise barriers etcetera. The local planning authority will use its powers to safeguard the interests of the residents in these situation. (See Policy GD20)

POLICY GD77 **The local planning authority will require developers to adopt measures to safeguard the amenities of local residents where site development is taking place.**

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 for neighbours, the planning authority will consider such proposals.

POLICY GD78 **Mixed use development of residential and commercial or institutional purposes may be allowed in areas zoned for commercial activities. The total amount of development shall not exceed that permitted for commercial development.**

Wind power is a source of renewable energy which is becoming quite popular in Jamaica. The small wind turbines are relatively inconspicuous, have low noise level and are not typically injurious to

the landscape. Where the possibility exists that the noise from these will be disturbing to neighbours, they should be placed approximately five (5) times the tower's length between turbines and neighbouring buildings.

POLICY GD79 **Small wind turbines will be given planning permission provided they have no serious adverse effect on adjacent properties or any preservation or listed building.**

Solar power is a significant contributor to the energy needs of a number of Jamaican householders, and, because of its location the Order Area is generally suited to the practice. The fixtures needed to collect the solar energy are often placed on roofs and are typically of minimal visual impact. Their impact on heritage buildings will however be carefully controlled.

POLICY GD80 **Where planning permission is required for proposals to install solar panels, applications will be considered taking into account the visual effect of the structures proposed and the need to protect the amenities of adjacent owners and the environment.**

Any uncontrolled development on steep hillsides is a potential hazard as it increases the area's susceptibility to slope failure, erosion and drainage problems. In an effort to protect the stability of these environmentally-sensitive areas, development proposals are regulated to prevent the removal of trees and the construction of hard pavements that contributes to excess runoff. The Order Area has several such sensitive areas, and care will be taken to ensure that development is not allowed in high-risk locations. (See also Policy SP H25 and Appendix 20)

POLICY GD81 **In hilly areas, development shall be in accordance with the hillside development guidelines indicated in Appendix 20 and any others which may be developed from time to time. In these areas, density may, in relation to the physical conditions existing in the area, be reduced by the planning authority.**

POLICY GD82 **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 GD83 **Housing development will not be allowed on lands subject to erosion, slippage, subsidence, flooding or other natural hazards or which involve costly extra ordinary precautions to safeguard. In specific areas "Restricted Development Zones' may be demarcated on the land use proposal maps.**

It is not always possible to identify in advance the development needs of statutory undertakers as this can be the result of a development or from general growth. When requirements can be identified, especially in local planning areas, provision can be made for them, however, where needs have not been identified allowance will have to be made for them.

POLICY GD84 **The local planning authority will support proposals for the development, or redevelopment of identified sites or the change of**

use of existing premises to enable public utilities, emergency services and statutory undertakings to provide for the growing or changing needs of the local planning areas and the general community, where necessary for services if:

a) they are appropriately located in the catchment area they are intended to serve and

b) there is no significant adverse effect upon the amenity, environment or character of the surrounding area.

NEW SETTLEMENTS

Two (2) main areas have been identified in this Order as local planning areas or growth centres based upon the guidelines provided by the National Physical Plan and development will be directed to them. 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 environment are not threatened by future development pressure in anyway which would degrade it.

POLICY GD85 **The local planning authority will give due consideration to the establishment of new settlements where these are being established to fill justifiable needs and will not in any way destroy the unique qualities of the environment.**

POLICY GD86 **All proposals for new settlements should include the necessary social amenities and physical infrastructure and facilities needed for the residents.**

All housing development and subdivision of land requires that adequate space be not only reserved for certain basic social amenities such as open space, but be developed and or constructed simultaneously with the housing units by the developer. This is especially so in new developments inside and outside of local planning areas where the schemes are not located near to existing facilities, as residents could experience great hardships in accessing necessary social facilities. In addition to the open space requirements set out in Appendix 11, there are other facilities that are required by the community which are expected to be provided by the developer. A list of the standard requirements for these community facilities are indicated in Appendix 21. The site for all amenities should be easily accessible by the community and should not only be reserved but the development undertaken or caused to be undertaken by the developer. This is to be done on a timely basis so that they are available to the residents upon occupation of the development.

POLICY GD87 **Where new housing developments are being undertaken on green field sites, the developer will be required to build or caused to be built the amenities and facilities set out in Appendix 11 and Appendix 21 of this Order.**

POLICY GD88 **The local planning authority will ensure that the facilities to be provided conform with the requirements set out in the Appendices and that they are available upon occupancy of the scheme by residents; no further approval will be granted for such development until there is compliance.**

POLICY GD89 **Proposals for the development of the required facilities should consider:**

a) the need to be accessible to all sections of the community
b) its effect on the local environment
c) that the local centres will remain the focus of shopping, commerce, cultural and social activity.

New Settlements should not be dependent on existing municipal 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 6).

POLICY GD90 **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 GD91 **The subdivision of lands for new settlements will be guided by the relevant General Development and Housing Policies, and the guidelines and requirements in the Appendices and the other relevant policies of this Order especially those under New Development.**

Where white areas exist outside of built-up areas or within local planning areas, it is intended that in the future they could accommodate residential developments. This does not mean that policies in this Order will not be applicable to them at such time since there are non-specific policies such as the General Development Policies which exists. Where the proposal falls outside the ambit of these policies, such developments will be determined on their merits, taking into account material considerations, the underlying policies in the Order, the necessary conditions of approval and the land use proposal map. However, such lands should be kept in their existing use or be used for agriculture until required for development, which would be dependent upon the required services and amenities being available.

POLICY GD92 **Planning permission for new housing developments may be granted in white areas in and outside of the built-up sections of local planning areas where there is a certified need, if satisfactory provision has been made for access to appropriate facilities and services required to meet the needs of such development. If existing facilities and services cannot satisfy the additional demand or if this additional use would be unsustainable within the local community, new housing development may be required to make additional infrastructural provisions.**

POLICY GD93 **Planning permission for the development of land and building which have not been zoned on the land use proposal map (white areas), and for which there is no specific policies in the Order, may be granted**

with the necessary conditions required once the proposal does not prejudice other policies or aspects of the Order, such as the character of the surroundings or the prevention of other development etcetera.

POLICY GD94 **Planning permission for the development of lands known as Shooters Hill, that are zoned for residential use will be subject to all applicable planning, building and environmental approval by the Planning Authority.**

Churches and other places of worship play an important role in the life of a community, as they do not only provide a meeting place for some residents, but serve as social facilities as well. Their ancillary buildings and halls provide facilities for basic schools, youth groups, training centres, clinics etcetera. A site for a church, which may 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 the impact of proposals on neighbouring property.

POLICY GD95 **Lands will be reserved in new subdivisions or settlements for the construction of buildings for religious purposes and associated communal uses.**

Cemetery

The Portmore Order Area has no public cemetery; at present, residents use public and private cemeteries located outside the Order Area, but within the wider St. Catherine region. Many of these cemeteries are close to full capacity, however, plans have been developed by the St. Catherine Municipal Corporation, to have a new public cemetery established. Notwithstanding, the Portmore Municipal Corporation is also seeking to identify suitable lands for burial within the Order area.

The local planning authority will not support family plot burials on residential lots.

POLICY GD96 **The local planning authority will seek to identify suitable lands for the establishment of a public cemetery.**

POLICY GD97 **The local planning authority will support the use of crematorium as an alternative form of burial.**

PETROL AND OIL FILLING STATIONS

It is in the public's interest that the proper siting and design of petrol and oil filling stations throughout the development order area is carefully regulated. Special attention will be given to access to, and egress from roads, and the relation of these to traffic intersections, the design, appearance and location on the site, of buildings and ancillaries, the location of the proposed site in relation to existing or proposed development and the planting and protection of grass, trees and shrubs. In addition to the policies outlined below, these developments will have to adhere to the guidelines listed in the Appendix 10; therefore, this section should be used in conjunction with it.

POLICY PFS1 **Filling stations will not normally be permitted close together on one side of any road unless there is similar provision on the other side, sufficient to reduce traffic crossing.**

POLICY PFS2 **Where it is anticipated that a road will develop as a limited access road, the siting and design of the Station should conform to the special standards for access to and egress from such roads.**

POLICY PFS3 **The layout and design of all filling stations should be in accordance with the guidelines in Appendix 10.**

Petrol Stations should be established where they fulfil a need. They should not be located in isolated areas or on highways where their existence depends solely on passing motorists, but in communities or commercial areas where they can add to their economic activities and provide a service. Consideration will therefore be given to their placement to ensure that there are no adverse effects on the residents, adjacent development and traffic flow.

POLICY PFS4 **Permission will only be given for new petrol stations where there will be no significant adverse effect on the amenity and environment of nearby occupiers, traffic levels on residential roads, nor risk to public safety.**

POLICY PFS5 **Developments which are not sensitively designed and integrated with surrounding areas will not be given planning permission.**

The hazards associated with the emission of benzene—a known carcinogen—can be minimized by the use of vapour recovery pump. Where petrol contains benzene, mitigatory measures should be in place.

POLICY PFS6 **"Vapour Recovery Pumps" should be installed in all new Petrol Filling Station where the petrol being dispensed contains benzene.**

CONTROL OF ADVERTISEMENT

The display of advertisements shall be controlled in accordance with the Town and Country Planning (Control of Advertisement) Regulation, 1978. Hoardings or other similar structures used or adopted for the display of advertisements or other public notices constitute development for which planning permission is required.

The regulations set out the general framework for the control of advertisement but the power of the planning authorities thereunder, may be exercised only in the interest of amenity and public safety. Applications to display advertisement will however be assessed according to their location and siting, dominance in the streetscape and where appropriate, illumination, in addition to the above.

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

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

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

ii) **the general siting, size and dominance of the proposal and its impact upon the amenity of adjacent property**

iii) **all relevant road safety considerations**

iv) **the design, siting and illumination of advertisements within conservation and heritage areas to ensure the maintenance and enhancement of the historic character and appearance of the area.**

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

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

COASTAL DEVELOPMENT POLICIES

The Portmore Coast contains some of the least developed areas of not only the Order Area but also the Parish of St. Catherine. Notwithstanding, there exists some of the most outstanding ecosystems that require the utmost care in order to be safeguarded from any adverse effects of coastal development.

The coast is a complex environment where many of the interactions between natural processes and human activities are not always well understood. In such regions potential damage to the environment is both uncertain and significant, therefore requiring a precautionary approach to development issues.

It is therefore, the role of the planning authorities to reconcile development requirements with

policies which will protect, conserve and, where necessary, preserve the environmental quality and recreational opportunities of the undeveloped coast of Portmore.

POLICY CD1 **Development proposals requiring a coastal location will generally be directed towards the developed coast.**

POLICY CD2 **Proposals for development along the undeveloped coast will only be considered acceptable if such proposals would not be detrimental to the coastline and its unique features, as well as the environmental quality of the surrounding areas, and if it is in close proximity to adequate services required for the development.**

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

POLICY CD3 **Developments will not be permitted if it substantially detracts from the unspoilt, picturesque quality or scientific value of the undeveloped coastal area.**

POLICY CD4 **Where the planning authorities grant permission for development along the coast, they will ensure that the design is of a high standard and that scenic views to the sea are kept free from development.**

POLICY CD5 **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 certain industries which, by their nature, require a coastal location. These include salt water aquaculture, ports, piers and marinas, and some energy schemes. Large development proposals are likely to present the greatest threat to the natural, cultural or scenic environment, but the cumulative effect of smaller developments can be just as damaging. In considering applications for the location of any of these activities, the planning authority will ensure that they do not conflict with existing uses or diminish the site's potential. Applications for major developments on the coast are likely to require an Environmental Impact Assessment (EIA).

POLICY CD6 **There will be a general presumption against new industrial development along the undeveloped coast:**

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

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

POLICY CD7 **The Planning Authorities will normally consider development proposals for the establishment of coastal dependent industries which will not impact adversely on the coastal environment**

POLICY CD8 **The Planning Authorities will take into consideration, the cumulative impact of developments when assessing proposals for development along the undeveloped coast.**

POLICY CD9 **Development proposals for the establishment of industries such as certain types of agriculture abovementioned which will not adversely impact on the coast will be supported provided that all else is in accordance with the other relevant planning standard.**

Most of Portmore's coast comprises of mangroves or rocky shore fringing the Port Henderson and Hellshire Hills. The main bathing beaches are found at Hellshire Bay, Fort Clarence, Port Henderson etc. which are very popular to tourists and locals.

POLICY CD10 **The planning authorities will not grant permission for any development on land adjacent to the line of high water mark which would preclude general public access to and along the foreshore.**

POLICY CD11 **The development of beaches will be allowed to the degree that ensures their usefulness and safety without impairing their natural endowment.**

POLICY CD12 **The planning authorities will not normally approve the erection of any permanent structure, fences, or obstructions within 50 metres of the high water mark**

The Great Salt Pond is a part of Hellshire, however, unlike the other lagoons which are fully enclosed, originally this pond would periodically open to the sea. Several coastal lagoons are also found in the Order Area near Hellshire, Manatee Bay and Old House Point.

POLICY CD13 **The planning authorities will only allow recreational and service facilities and will not support any form of development that would adversely affect ecologically sensitive areas.**

POLICY CD14 **The planning authorities will not approve the erection of any permanent structure, fences, or obstructions within 20 metres of any water body.**

The coastal area and coastal waters are to be protected against pollution by control of adjoining development and of such development inland—the effluent from which might be harmful to the marine area, irrespective of how it reaches to the coast. Development proposals are to be examined with regard to prevention and/or mitigation pollution, particularly in the most sensitive areas along the coast. The Planning Authorities may, from time to time, declare sensitive water bodies where careful monitoring of the adjoining land uses is necessary to maintain acceptable water quality standards, especially water bodies used for recreation.

POLICY CD15 **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.**

The mangroves and marshlands located in the coastal region include Amity Hall, Salt Island Lagoon, Manatee Bay, Coleman's Bay, Walker Bay, Cabarita Point, Long Pond, Hellshire Bay, The Flashes, Great Salt Pond and Dawkins Pond. These provide important nesting grounds for birds, habitat for fish, as well as nesting areas for turtles. The fringing reefs located along the coastline, break waves and prevent coastal erosion. These areas should therefore be preserved in order to protect both the coastal areas as well as species.

POLICY CD16 **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 CD17 **Planning permission will not be granted for developments which will cause destruction of mangroves which protect the areas' coastline and which are also a habitat for a wide variety of species.**

Typical coastal vegetation includes mangrove, coconut palms, sea grape, sea-side mahoe, acacia and various varieties of beach grass. In all coastal areas, care must be taken to preserve existing vegetation, particularly where it plays a vital role in stabilising the beach or contributes to the landscape character of the area.
New landscaping with indigenous species should be undertaken to replace any vegetation loss caused 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 CD18 **Development will not be permitted 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**

Hellshire Bay has one of the major fishing and bathing beach in the Order Area. It has been reported that this beach accounts for as much as between 8-13% of all inshore landings in the country. Approximately 1,400 fishers (approx. 600 licensed) operate from there, using nets, traps lines and nets to exploit the fish resources on the island shelf, which is quite wide at that point.

Fishing has been a traditional economic activity at Hellshire Bay and is the livelihood of several fisher-folk in the area and should be encouraged and supported.

POLICY CD19 **The site reserved for a public fishing beach on Map 1 shall be used specifically for that purpose and the planning authority will only grant permission for activities directly related to the fishing industry at this location.**

POLICY CD20 **The planning authority will support any action taken to ensure that, the fishing beach has the necessary storage, selling and waste disposal facilities that will enhance and make it more attractive to customers.**

POLICY CD21 **The planning authority will not support any developments that will have any adverse effect on the fishing industry.**

Setback provisions from water bodies ensure that development is prohibited in a protected zone adjacent to the water's edge. The prudent use of development setbacks from the coast and from other water bodies establishes a safe distance between buildings and the active beach/riparian zone. This ensures that space is provided for beach/banks to move naturally, both during normal events and during weather events, thereby ensuring the beach/banks are conserved for all to enjoy and that coastal infrastructure remains intact.

POLICY CD22 **The amount of setback from the high watermark or the edge of a stream or river, shall be a minimum of 50 meters and may, in relation to the physical conditions existing in the area, be varied for beaches by the Beach Control Authority and for streams and rivers, by the Planning Authorities.**

The coastal area and coastal waters are to be protected against pollution by controlling adjoining development and development inland—the effluent from which might be harmful to the marine area. Development proposals will be examined with regard to prevention and control of pollution, particularly in the most sensitive areas along the coast. The coral reef in the Hellshire area has been impacted over the years by unfavourable environmental practices and unsustainable fishing practices. Eutrophication from sewage and agricultural runoff are sited and is the most serious threat to the resource.

The Planning Authorities may, from time to time declare as sensitive water bodies, areas where careful monitoring of the adjoining land uses is necessary to maintain acceptable water quality standards, especially water bodies used for recreation, enclosed or partially enclosed bodies of water, streams and rivers and other water bodies as the planning authorities see fit.

POLICY CD23 **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.**

Possibilities are that water sporting activities may become popular along the coastal area of Port Henderson or Hellshire Bay or within the Dawkins Pond area; facilities on land may be needed to accommodate the watercraft and associated equipment. 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 CD24 **Proposals for boat moorings and areas for boat parking on land along with the associated facilities, will normally be permitted as long as there will be no adverse impact on the environment.**

POLICY CD25 **Proposals for the creation of marinas and jetties will be given favourable consideration provided they are of a scale and design appropriate to their onshore location and add to the recreational amenities for the public.**

SUB-SECTION 2 – LOCAL DEVELOPMENT AREA

LOCAL AREA PLANS

This part of the Development 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 Development Order.

These local planning areas are based upon specific spatial criteria and help the Government to identify where growth and development should occur in a sustainable and sound manner in the parish. Government Agencies will direct their resources to these towns rather than creating new ones with new infrastructure thereby saving resources.

They are dynamic and efficient centres that have a core of commercial and residential developments with natural and built landmarks and boundaries that provide a sense of place. The intention is for them to be supported by not only public but private investments as well in social and infrastructural facilities and economic activities which will be accessible to 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 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 method 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 across 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 make a living from 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):

POLICY LPA 1 **The local planning authority will support the subdivision of lands in suburban sections of the local planning areas in large or homestead type lots as a supplement to those in urban areas to accommodate individuals who are desirous of just living on large lots and those who are with a view to undertaking income-generating activities.**

POLICY LPA 2 **Building and structures for the accommodation of livestock will not normally be permitted where residential amenities or environmental quality would be adversely affected or significantly compromised. Special attention will also be paid to the impact of agricultural development on heritage and historic environments.**

PORTMORE NORTH LOCAL PLANNING AREA

Description

The Portmore North Local Planning Area is comprised of several areas, namely Gregory Park, Waterford, Independence City, Westchester, Southboro and Bridgeport. The local planning area covers an area of 16 square kilometres (1,600 hectares).

Statistical data (STATIN Population Census 2011) shows that there were 94,336 persons in the local planning area which accounts for 56.04% of Portmore's population. In 2001 the Portmore Local Planning Area had a total of 80,359 persons, a 0.77% increase from the 1991 figure of 79,747. The highest growth rate among the three census periods of the Portmore North Local Planning Area was experienced during the 2001-2011 timeframe accounting for 17.39%.

The local planning area is characterized by residential communities that are semi self-sustaining and having small urban cores.

There are also a few tourist attractions to include restaurants, small hotels and guest houses. Some

of which are designated historic sites. Notwithstanding, there is potential for growth within the tourism sector through revitalization and investments.

To ensure that lands are utilized sustainably and to foster economic growth within the local planning area, residential developments will be intensified in areas as well as the zoning of lands for commercial, office and other essential uses.

TRANSPORTATION AND TRAFFIC

The main modes of transportation in the Portmore North Local Planning Area are by private vehicles and public passenger vehicles (buses and taxis). However, a large percentage of the population rely heavily on public transportation.

Public Transportation

There is no major public transportation centre located in the Portmore North Local Planning Area. There is however a proposal for the construction of a transportation facility in Portmore's town centre. This facility will enable better service planning and coordination for the Jamaica Urban Transit Company (JUTC), which currently operates approximately 54 routes from various communities in Portmore to other major transportation centres located in St. Andrew, Kingston and St Catherine. It is also expected that traffic management in Portmore will be improved to ensure the efficient and effective movement of people, goods and services. Where transportation centres or areas of convergence for public passenger vehicles are being proposed, the local planning authority will endeavour to have these developed in accordance with the relevant standards and guidelines outlined in the following policies.

POLICY PN T1 **The local planning authority will identify suitable lands for the development of transportation centres or hubs and/or areas of convergence for public passenger vehicles where needed within the local planning area.**

POLICY PN T2 **The Planning Authority will identify lands in suitable locations within the Portmore North local Planning Area to facilitate the development of multi-modal transportation hubs and seek to have the appropriate authority purchase such lands.**

POLICY PN T3 **All transportation centres are to be provided with the requisite amenities necessary for the use and comfort of commuters.**

POLICY PN T4 **All transportation facilities will be required to provide suitable access and facilities for the disabled.**

POLICY PN T5 **All transportation 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.**

POLICY PN T6 **All transportation centres are to have proper signage and that transportation routes and bays are to be clearly identified and marked.**

POLICY PN T7 **All transportation 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 PN T8 **Applications for the development of transportation centres and car parks will not be supported unless the proposals are accompanied by plans showing the layout and design of adequate lighting and security features which the local planning authority will seek to ensure is implemented.**

Road Network

The road network is important as it connects communities to goods and services. The widening of existing roadways may be needed to accommodate future traffic volume. This may however be compromised by development activity if adequate setbacks are not incorporated in the planning and development phase. Sidewalks are to therefore be constructed in keeping with stipulated guidelines. In this regard, **POLICY SP T13** should be consulted in conjunction with the following policies.

POLICY PN T9 **Development proposals shall be adequately setback from road boundaries to allow for road improvements including provisions for sidewalks, widening and street-scaping as indicated in Appendix 5 and 6 of this Order.**

Rail Services

Jamaica's rail system is the second oldest in the world, having commenced operations in 1845, however, rail services ceased in 1992. Over the years there have been numerous plans to resuscitate it and the development of a multi-modal transportation platform. An existing railway line traverses the local planning area from west to east and passes through the Gregory Park community which also housed a train station.

POLICY PN T10 **The implementation and/or restoration of railway transportation within the local planning area will be supported by taking the necessary steps to preserve the existing infrastructure through adequate land use proposals.**

POLICY PN T11 **Development within the railway reservation which is associated with rail transportation within the Order Area will not be supported.**

Vehicular Parking

Increasingly the character of some areas within the Portmore North Local Planning Area has changed from pure residential to include a mix of commercial and office uses. Some of these areas include Edgewater, Bridgeport, Naggo Head, Gregory Park and Waterford. This change has resulted in insufficient parking provisions for the new uses therefore leading to instances of on-street parking.

POLICY PN T12 **All new development proposals are required to provide parking allotments within the curtilage of the development site as outlined in Appendix 8 of this Order.**

POLICY PN T13 **Proposals for new developments or extensions will not be supported unless the required number of parking spaces is provided or unless such provisions can be met on a property in proximity which is either owned by the developer or in which he has legal interest. Where the latter situation exists the remainder of the property can be developed in the future and any such development on the property will have to provide its own parking.**

Landscaping significantly improves the aesthetics of parking areas, and, by minimising the percentage of paved surfaces there is the added benefit of lessened storm water runoff and increased -aquifer recharge.

POLICY PN T14 **All new developments having outdoor parking lots shall make use of green and or permeable parking surface techniques.**

POLICY PN T15 **Parking lots are to be sufficiently landscaped with soft landscaping (accounting for at least 10 per cent of total lot area), to the satisfaction of the local planning authority.**

POLICY PN T16 **The Planning Authority will impose conditions where necessary to ensure that parking lots are suitably designed and sited in order to ensure pedestrian friendliness.**

HOUSING

There is a mix of housing type across the Portmore North Local Planning Area. However, there is a trend towards the construction of gated community developments. These gated communities have a mixture of detached and semi-detached single family residential units.

Given the trend in Kingston for the construction of apartments and Town houses, the Portmore North Local Planning Area may be influenced over time with this type of development.

POLICY PN H1 **Residential single family unit or duplex dwellings will normally be allowed at appropriate locations in keeping with the policies and guidelines pertinent to them.**

POLICY PN H2 **Apartment/townhouse developments may be permitted on parcels of land which are 0.2 hectares (½ an acre) and over in area in accordance with the guidelines provided in Appendices 18 and 23.**

POLICY PN H3 **The following density ranges shall apply across the local planning area, as indicated on the Portmore North Density Map (Inset No. 2A) and may be varied by the Planning Authorities based on the existing physical conditions in the area:**

a. **Density shall not exceed 250 habitable rooms per hectare (100 habitable rooms per acre) as indicated on Figure 1, with building heights not exceeding four (6) floors in areas identified for infill and or brown field redevelopment where they meet the planning requirements. These areas include but are not limited to Gregory Park, Newlands / Southboro and Port Henderson**

b. **Density shall not exceed 125 habitable rooms per hectare (50 habitable rooms per acre) as indicated on Figure 1, with building heights not exceeding four (4) floors in areas identified for infill and or brown field redevelopment where they meet the planning requirements. These areas include but are not limited to Edgewater, Bridgeport, Independence City, Westchester and Waterford.**

c. **Density shall not exceed 75 habitable rooms per hectare (30 habitable rooms per acre) as indicated on Figure 1, with building heights not exceeding two (2) floors.**

POLICY PN H4 **The amalgamation of smaller residential lots to allow for multifamily development will be encouraged where the individual lot does not meet the minimum size required for multifamily development.**

POLICY PN H5 **New residential proposals and extensions must adhere to the lot coverage requirements provided and maintain the distance between buildings and property boundaries as stipulated in Appendix 11.**

POLICY PS H6 **Minimum setbacks for buildings from property boundaries for residential development must be in accordance with the General Consideration for Setback of selected buildings in Appendix 19 of this Development Order**

POLICY PN H7 **New multi-family developments (apartment/ townhouse) shall provide amenity area at the rate stipulated in Appendix 11 of this Development Order.**

POLICY PN H8 **The Planning Authorities will not normally support non-residential development on lots zoned for residential uses.**

POLICY PN H9 **Proposals for change of use of a residential property to a non-residential use will only be permitted if the non-residential activity is compatible with the residential character of the area.**

New residential developments should be designed to cater for pedestrian and vehicular movement. They should provide all the amenities and services including adequate parking and open space.

POLICY PN H10 **New residential proposals and extensions must adhere to the lot coverage requirements provided in Appendix 11 and maintain the distance between buildings and property boundaries as stipulated in this Development Order.**

In areas where residential accommodation is close to other non-residential uses there is always the possibility of encroachment by such activities. The local planning authority will not tolerate such intru-ion.

POLICY PN H11 **The Planning Authorities will not support any industrial and commercial uses not providing an essential service within a residential community.**

POLICY PN H12 **Proposals for change of use of a residential property to a non-residential use will be permitted only if the non-residential activity is compatible with residential uses and is normally carried out in the day time and the amenity, privacy and enjoyment of neighbouring dwellings is not adversely affected.**

There are a few informal settlements located within the local planning area. The local planning authority will therefore, in collaboration with the Squatter Management Unit seek to have these properties regularized.

POLICY PN H13 **In areas where it is feasible to regularize existing squatter settlements, the local planning authority will work with the Squatter Management Unit in identifying lands to do so.**

CONSERVATION OF THE NATURAL & BUILT ENVIRONMENT

The policies hereunder are intended to improve the natural and built environment of this local planning area. Proposals must conform to these policies and other related policies within this Development Order. While it may not be possible to comply entirely with all policies, a development may get permission to proceed based on the assessment of the significance of any infringement of the policy and material consideration. However, the Development Order has first consideration and the policies therein the highest priority.

Natural Environment

The Portmore North Local Planning Area is situated on a section of the Rio Cobre flood plain and an aquifer protection zone. The sometimes fragile and sensitive nature of the local planning area is recognized and will be given due consideration in this Development Order to ensure its sustainability. Therefore, development of these areas will be controlled and only allowed in exceptional cases.

POLICY PN C1 **Developments should be sensitive to the ecology of the area, and should be developed in a manner and scale which is in harmony with and/or enhances the character of the natural environment.**

POLICY PN C2 **The Planning Authority will resist the destruction of trees or clusters of trees where they are of ecological and amenity value and will if necessary encourage the local planning authority and the relevant authorities to place Tree Preservation Orders to ensure their protection.**

In order to ensure the protection of the environmentally sensitive areas and to foster proper planning practices limited development will be encouraged on lands zoned for restricted development including lands located on the Rio Cobre flood plain, Dawkins Pond Area and Port Henderson Hills. Controls must be exercised over development proposals to prevent the destruction of the environment and the construction of hard paving that contributes to excess runoff.

POLICY PN C3 **In areas zoned for restricted development or areas of steep slopes or unstable geology or in areas of conservation or environmental importance, where low density accommodation or residential development is contemplated, the development will be prescribed to strict stipulations or conditions and must adhere to the recommendations of the relevant Planning Authorities (See Map 2 Inset 1).**

There are extensive green and open spaces in this local planning area that contribute to the natural environment and should be protected. The aim of this Development Order is to safeguard the character and identity of these areas which are important in the natural environment.

POLICY PN C4 **The local planning authority will seek to conserve the natural resources of this local planning area and will in the decision-making process oppose land use changes which will be ecologically harmful.**

POLICY PN C5 **The local planning authority will seek to have the relevant authority carry out measures to protect important wild life habitats and species on sites where it is necessary.**

The Built Environment

The local planning area is home to several historic sites and places of interest that require protection against the effects of development. These sites include but are not limited to Fort Augusta, Rodney's Lookout and Caymanas Park.

POLICY PN C6 **The Planning Authority will not allow any works to any buildings of historic interest unless specified by the Jamaica National Heritage Trust.**

POLICY PN H11 **The Planning Authorities will not support any industrial and commercial uses not providing an essential service within a residential community.**

POLICY PN H12 **Proposals for change of use of a residential property to a non-residential use will be permitted only if the non-residential activity is compatible with residential uses and is normally carried out in the day time and the amenity, privacy and enjoyment of neighbouring dwellings is not adversely affected.**

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Natural Environment

The Portmore North Local Planning Area is situated on a section of the Rio Cobre flood plain and an aquifer protection zone. The sometimes fragile and sensitive nature of the local planning area is recognized and will be given due consideration in this Development Order to ensure its sustainability. Therefore, development of these areas will be controlled and only allowed in exceptional cases.

POLICY PN C1 **Developments should be sensitive to the ecology of the area, and should be developed in a manner and scale which is in harmony with and/or enhances the character of the natural environment.**

POLICY PN C2 **The Planning Authority will resist the destruction of trees or clusters of trees where they are of ecological and amenity value and will if necessary encourage the local planning authority and the relevant authorities to place Tree Preservation Orders to ensure their protection.**

In order to ensure the protection of the environmentally sensitive areas and to foster proper planning practices limited development will be encouraged on lands zoned for restricted development including lands located on the Rio Cobre flood plain, Dawkins Pond Area and Port Henderson Hills. Controls must be exercised over development proposals to prevent the destruction of the environment and the construction of hard paving that contributes to excess runoff.

POLICY PN C3 **In areas zoned for restricted development or areas of steep slopes or unstable geology or in areas of conservation or environmental importance, where low density accommodation or residential development is contemplated, the development will be prescribed to strict stipulations or conditions and must adhere to the recommendations of the relevant Planning Authorities (See Map 2 Inset 1).**

There are extensive green and open spaces in this local planning area that contribute to the natural environment and should be protected. The aim of this Development Order is to safeguard the character and identity of these areas which are important in the natural environment.

POLICY PN C4 **The local planning authority will seek to conserve the natural resources of this local planning area and will in the decision-making process oppose land use changes which will be ecologically harmful.**

POLICY PN C5 **The local planning authority will seek to have the relevant authority carry out measures to protect important wild life habitats and species on sites where it is necessary.**

The Built Environment

The local planning area is home to several historic sites and places of interest that require protection against the effects of development. These sites include but are not limited to Fort Augusta, *Rodney's* Lookout and Caymanas Park.

POLICY PN C6 **The Planning Authority will not allow any works to any buildings of historic interest unless specified by the Jamaica National Heritage Trust.**

POLICY PN H11 **The Planning Authorities will not support any industrial and commercial uses not providing an essential service within a residential community.**

POLICY PN H12 **Proposals for change of use of a residential property to a non-residential use will be permitted only if the non-residential activity is compatible with residential uses and is normally carried out in the day time and the amenity, privacy and enjoyment of neighbouring dwellings is not adversely affected.**

There are a few informal settlements located within the local planning area. The local planning authority will therefore, in collaboration with the Squatter Management Unit seek to have these properties regularized.

POLICY PN H13 **In areas where it is feasible to regularize existing squatter settlements, the local planning authority will work with the Squatter Management Unit in identifying lands to do so.**

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The Built Environment

The local planning area is home to several historic sites and places of interest that require protection against the effects of development. These sites include but are not limited to Fort Augusta, *Rodney's* Lookout and Caymanas Park.

POLICY PN C6 **The Planning Authority will not allow any works to any buildings of historic interest unless specified by the Jamaica National Heritage Trust.**

Fort Augusta once served as a prison/correctional facility for women and was the only of its kind in the island. The site has been purchased by the Port Authority and is to be a part of the Port of Authority Kingston Development Project. The local planning authority will ensure that the historic quality of the Fort Augusta site is maintained and that any redevelopment of the site be in keeping with the guidelines of the Jamaica National Heritage Trust.

POLICY PN C7 **The local planning authority will resist any development that may destroy the environmental and historic setting of the Fort Augusta area and will support developments that are appropriately scaled and designed.**

The importance of a building in the townscape or landscape may sometimes justify its retention for some purpose which would sometimes not normally be allowed in that area. Conversion to a satisfactory use is sometimes acceptable to retain the buildings from collapse or abandonment.

POLICY PN C8 **The local planning authority will designate conservation areas in places where there are groups of buildings of historic interest.**

URBAN ECONOMY

Majority of the urban economic activities in Portmore North Local Planning Area are concentrated along the major thoroughfares such as Municipal Boulevard, Port Henderson Road, George Lee Boulevard, Passage Fort Drive, Braeton Parkway, Naggo Head Drive, Cottage Drive etcetera. There is a variety of commercial entities such as a banks, markets, supermarkets, wholesale, shops, bars and few light industries located at strategic points throughout the area. To achieve a more vibrant local planning area special attention will be paid to the further diversification of the urban economy, through the allocation of additional lands for commercial, office and industrial development.

***POLICY* PN UE1** **The local planning authority will encourage the development of commercial and or office uses along major thoroughfares such as Passage Fort Drive and Cottage Drive. These types of development should contribute to the economy of the area and should not detract from its character in any way or be detrimental to the environment.**

POLICY PN UE2 **The local planning authority will encourage within prescribed commercial/office zones, compatible light industrial enterprises which do not generate any off-site impacts, such as noise, vibration, traffic and odour or is in any way detrimental to the environment.**

POLICY PN UE3 **Proposal for the extension of business premises will be permitted provided the visual amenity of occupiers of neighbouring properties is safe guarded.**

POLICY PN UE4 **Proposal involving the change of use of premises and sites to the establishment of light industries will be considered provided that they will be compatible with the general character of the area and will not have an adverse impact on the environment.**

The linear commercial developments which are concentrated along major thoroughfares such as Municipal Boulevard are gradually being introduced to internal residential areas.

Without planning control interior residential lots could be converted to uses which create a nuisance for residents and compromise the residential character and integrity of the area. Blighted urban areas can be rehabilitated as commercial activities may be encouraged into these productive spaces and preserve surrounding the residential communities.

POLICY PN UE5 **New Commercial and or office uses will only be permitted within the zones designated for such uses within this Development Order.**

POLICY PN UE6 **No heavy industrial activities will be permitted within the residential areas.**

POLICY PN UE7 **Considerations would be given by the Planning Authorities for commercial development within the areas identified as blighted urban areas.**

POLICY PN UE8 **Buildings for commercial purposes shall not exceed two storeys in height in the areas zoned for such use and should be in accordance with the standards set in the Development and Investment Manual.**

Entertainment Zones or "EZs" are typically vibrant nightlife urban districts which are well connected and are located near 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 PN UE9 **The local planning authority will promote the development of an Entertainment Zone along the commercial corridor from Naggo Head Drive to Fort Augusta Drive and will**

ensure that the policies of this Development Order are followed in its establishment.

POLICY PN UE10 **The local planning authority will not support applications for development within the EZ which in its view is not compatible with that zone.**

TOURISM

The local planning area has potential for the development of several types of tourism, namely health, heritage, resort and eco-tourism. Heritage and eco-tourism may be developed through the use of several notable sites and places of interest.

POLICY PN TO1 **The Planning Authorities will normally support proposals for heritage and eco-tourism activities as long as the developments are not detrimental or incompatible with the natural environment.**

POLICY PN TO2 **The Planning Authority will support proposals for development of small-scale cottage type accommodations such as villas and guesthouses as long as they are not detrimental or incompatible with the natural environment of the area.**

The local planning area encompasses a major resort area located along the Fort Augusta Drive – Port Henderson Road which also has a number of commercial establishments and restaurants associated with the fishing industry in that locale. However, the tourism product of that area continues to be affected by incompatible activities both on the street and in the hotels with the area being popularly known as 'Back Road'.

POLICY PN TO3 **The local planning authority will support tourism developments that can be appropriately incorporated into the environment which they are being located.**

POLICY PN TO4 **The local planning authority will ensure that all resort developments conform to the development standards for density, height, floor area ratio, ground coverage for the area and provide windows to the sea.**

The Dawkins Pond is located in the south eastern section of the local planning area and serves as a habitat for American Crocodiles (Crocodylus Acutus) and migratory wetland bird species. The eco-tourism potential has not been developed; although, there is considerable scope for development in order to diversify the tourism product of the area. Proposed activities could include heritage trails as well as water related recreational activities such as boating, kayaking, and rafting and other non-motorized water sport activities on the pond. However, such activities should be compatible with

the environment and the interests of local residents should be safeguarded.

POLICY PN TO5 **The local planning authority will ensure that high quality nature based attractions are located in the area and in keeping with the area's carrying capacity and that the development will not destroy the environmental integrity of the area.**

SOCIAL AMENITIES

There are several social facilities located within the Portmore North Local Planning Area. These include 2 police stations, 2 health centres, a variety of medical centres and numerous churches, schools and a vocational training centre. Market sites have been identified in the urban area and along the entrance to Portmore from the Mandela Highway where ackees, breadfruit and some vegetables are being sold. It is anticipated that this activity will be expanded in the future when they are removed from the present location.

POLICY PN SA1 **Developments that would decrease or eliminate social facilities will not be supported unless they are being replaced with a similar facility of equal or greater statute in the immediate neighbourhood.**

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

POLICY PN SA3 **The local planning authority will support the expansion and upgrading of the Health Centres as the need arises.**

POLICY PN SA4 **New proposals for educational and institutional uses will be assessed on their own merit and shall conform to all required planning standards.**

POLICY PN SA5 **The local planning authority will seek to identify suitable lands within the local planning area to establish a Community Centre.**

POLICY PN SA6 **The local planning authority will identify sites for the provision of markets to satisfy vendors' needs and will seek to have the local authority develop such sites for that purpose.**

Public Hospital

The local planning authority for years has been lobbying for the construction of a public hospital in the municipality that can serve the expanding population of Portmore. An area was identified in the local planning area for the purpose but to date has not been developed as such. Presently residents of Portmore access specialized health services from the neighbouring Spanish Town Hospital or the Kingston Public Hospital. However, with the ever increasing population within the municipality and its environs this will create more strain on the already overburdened Spanish Town Hospital and Kingston Public Hospital.

POLICY PN SA7 **The local planning authority will identify suitable lands for the siting of a public hospital to serve the municipality of Portmore and will seek to have the appropriate authority construct such facility.**

Educational/Institutional

The local planning area has a number of schools ranging from basic to tertiary level. Other major institutional uses include several churches and places of worship.

POLICY PN SA8 **New applications to develop or extend educational facilities will generally be supported.**

POLICY PN SA9 **New proposals to develop or extend churches may be considered on lots zoned for commercial, office, or institutional uses providing there will be no conflict with surrounding uses.**

Although a number of social and civic facilities exist in the local planning area; in some instances such as in Gregory Park, they are located too far apart for optimization of their uses.

Where possible, the local planning authority will ensure that these facilities are located in the area indicated on the proposals map as the Civic Centre.

POLICY PN SA10 **In order to centralize the uses within the local planning area, location for Civic Centres have been identified on the land use proposals map.**

POLICY PN SA11 **Uses compatible with a Civic Centre include: libraries, police stations, post offices, community centre and the local planning authority will support such activities where necessary.**

Recreation and Open Space

The Portmore North Local Planning Area currently has within its boundary a few public open spaces and recreational areas such as the Caymanas Park, Jamworld Entertainment Complex as well as lands that have been earmarked for a proposed Climate Change Park in the town centre.

The local planning authority will through its policies safeguard against the loss of open/green spaces and recreational areas within the boundary of the local planning area as well as ensuring that adequate provisions for these areas are made in new housing development projects.

POLICY PN SA12 **Existing public open spaces and areas of high amenity value will be preserved and improved for the use and enjoyment of the public and no other use or development will be allowed in the area except with the expressed permission of the Planning Authority.**

POLICY PN SA13 **All lots within Portmore North Local Planning Area that are zoned as public open spaces, or for recreational uses, shall be developed only for such purpose; the Planning Authority will not support any uses that are in conflict with the proposed zoning.**

POLICY PN SA14 **The Planning Authorities will not support any new multi-family development (apartments/townhouses) except where amenity area provision as stipulated in Appendix 11 of this Development Order is adequately met.**

POLICY PN SA15 **No structure shall be allowed on any public open space that does not complement the use thereof (e.g. Telecommunication Towers and billboards, etc).**

WASTE TREATMENT AND DISPOSAL

Sewage Disposal

The Portmore North Local Planning Area was in 2014 served by five (5) wastewater treatment plants located at Independence City, Bridgeport, Hamilton Gardens and Caymanas Gardens. These however, fell into disrepair and were subsequently decommissioned then later converted into transfer pumping stations for delivery to the Soapberry Wastewater Treatment Plant. It is expected that new developments and extensions to existing ones treat sewage generated to a tertiary level and where available will be required to connect to a public central sewer system within a reasonable timeframe as indicated by the Planning Authority and National Water Commission.

The Waste Treatment and Disposal section of this Order should be consulted and relevant policies applied when such developments are taking place.

POLICY PN WT1 **The relevant authority shall ensure that the Portmore North Local Planning Area is centrally sewered and on the introduction of this central sewerage system to the area all developments should be connected to this facility.**

POLICY PN WT2 **Permission will not be granted for new buildings or extensions in areas without central sewage, as indicated on the Portmore North Sewage Infrastructure Map (Inset No. 3A) unless the sewage treatment facilities proposed will treat the sewage produced to at least a tertiary level.**

POLICY PN WT3 **In the absence of a central sewage system the following sewage disposal methods may be permitted in appropriate situations:**

(i) septic tanks and tile field; or
(ii) Any other safe and appropriate waste disposal technology as may be developed that is acceptable to the Planning Authorities and other relevant agencies.

Solid Waste

The collection and disposal of solid waste is the responsibility of the National Solid Waste Management Authority (NSWMA). The collection of such waste is on a task basis, weekly.

POLICY PN WT4 **The local planning authority will not support indiscriminate and unsatisfactory disposal of solid waste and recycling will be encouraged as much as possible.**

POLICY PN WT5 **The local planning authority will support the installation of garbage receptacles at critical locations for the collection and disposal of garbage.**

WATER SUPPLY

The Portmore North Local Planning Area is provided with potable water supply primarily by the National Water Commission (NWC). However, the local planning authority will encourage the public water supply be improved and maintained, to ensure adequacy as population and water demand increases.

POLICY PN WS1 **The local planning authority will seek to ensure that the existing public water supply system infrastructure is improved to adequately service the local planning area.**

POLICY PN WS2 **Rainwater harvesting techniques will be encouraged in residential and other developments to improve access to potable water supply systems.**

POLICY PN WS3 **The Planning Authority will encourage the use of recycled grey water/rain water for non-potable uses and will ensure that provision is made for this in new development proposals.**

PORTMORE SOUTH LOCAL PLANNING AREA

Description

The Portmore South Local Planning Area is comprised of Greater Portmore North, Greater Portmore East, sections of Portmore Pines, Naggo Head, Hellshire and Braeton. This local planning area covers an area of approximately 31 square kilometres (3,100 hectares).

Statistical data (STATIN Population Census 2011) shows that there are 72,385 persons residing within the local planning area. This figure represents a 1.69 percent increase from that of 2001 (71,182 persons). A growth rate of 0.17% was recorded for the period. Assuming that this growth rate remains constant, the population is expected to further increase to 73,609 persons in 2021 and 74,728 persons by the year 2030.

The local planning area is characterized by residential communities having small urban cores that provide services for shopping, education, industrial and recreational needs to some extent.

There are a few tourist attractions such as Two Sisters Cave, beaches, Rodney's Arm Fort, restaurants and small hotels and guest houses. Some of these are also designated as Historic sites. Notwithstanding, there is potential for growth within the tourism sector through the revitalization and investment in some of these existing attractions.

To ensure that lands are utilized sustainably and to foster economic growth within the local planning area, residential developments will be intensified in areas as well as the zoning of lands for commercial, office and other essential uses.

TRANSPORTATION AND TRAFFIC

The main modes of transportation in in the Portmore South Local Planning Area are by private vehicles, public passenger vehicles (buses and taxis) and private boats. However a large percent of the population rely heavily on public transportation.

Public Transportation

The local planning area lacks a public transportation centre. However, there are informal convergence hubs utilized by both taxis and small buses, especially along the main thoroughfares, resulting in traffic congestion especially during peak hours.

POLICY PS T1 **The local planning authority will identify suitable lands for the development of transportation centres or hubs and/or areas of convergence for public passenger vehicles where needed within the local planning area.**

POLICY PS T2 **The Planning Authority will identify lands in suitable locations within the Portmore South local Planning Area to facilitate the development of multi-modal transportation hubs and seek to have the appropriate authority purchase such lands.**

POLICY PS T3 **All transportation centres are to be provided with the requisite amenities necessary for the use and comfort of commuters.**

POLICY PS T4 **All transportation facilities will be required to provide suitable access and facilities for the disabled.**

POLICY PS T5 **All transportation 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.**

POLICY PS T6 **All transportation centres are to have proper signage and that transportation routes and bays are to be clearly identified and marked.**

POLICY PS T7 **All transportation 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 PS T8 **Applications for the development of transportation centres and car parks will not be supported unless the proposals are accompanied by plans showing the layout and design of adequate lighting and security features which the local planning authority will seek to ensure is implemented.**

Road Network

The road network plays an important role in a planning area as it determines the ease with which motorist and pedestrians can move about within and outside of the community. However, limited parking areas for businesses have resulted in illegal parking and the unauthorized letting off and picking up of passengers by public transport.

There are also sections along roadways that are very narrow and lack sidewalk facilities. The local planning authority will support the rehabilitation of the road network including the provisioning of sidewalks, lay-bys and bus bays in satisfactory locations. Roadways are to be properly lit and be suitable for traversing by the disabled and other vulnerable groups including children and the elderly.

POLICY PS T9 **The local planning authority will develop a sidewalk and road widening, improvements and maintenance programme in collaboration with the local authority and seek to have them implement it.**

POLICY PS T10 **Development proposals shall be adequately setback from road boundaries to allow for road improvements including provisions for sidewalks, widening and street-scaping as indicated in Appendices 5 and 6.**

Rail Services

Jamaica's rail system is the second oldest in the world.in all developed countries railway transportation plays an integral part in the transportation network. In some areas railway reservations and line traverses Braeton and other section of the local planning area.

POLICY PS T11 **The implementation and/or restoration of railway transportation within the local planning area will be supported by taking the necessary steps to preserve the existing infrastructure through adequate land use proposals.**

POLICY PS T12 **Development within the railway reservation which is associated with rail transportation within the Order Area will not be supported.**

Vehicular Parking

Due to the converting of residential buildings into commercial and office uses the availability of adequate parking spaces has become a challenge. As a result on-street parking is prevalent and often times impede pedestrians and vehicular movement.

POLICY PS T13 **To avoid increased congestion within the town centre, on-street parking will only be allowed where it does not affect the free flow of traffic and is not detrimental to pedestrians and other road users.**

POLICY PS T14 **All new development or extensions are required to provide adequate on-site parking for staff and customers as set out in the parking requirements (Appendix 8), unless it is impractical or not feasible to do so; in which case alternative arrangements for parking will have to be made and approved by the local planning authority.**

POLICY PS T15 **The local planning authority will ensure that parking is provided for the disabled in all new developments and proposed extensions and shall be in accordance with Appendix 8 and Figure 2.**

In areas zoned for commercial and office use, the planning authority will encourage appropriate design and siting of buildings to increase the human scale and encourage pedestrian friendliness. Landscaping significantly improves the aesthetics of parking areas, and, by 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 micro climate change and impacts.

POLICY PS T16 **All new developments having outdoor parking lots shall make use of green and or permeable parking surface techniques.**

POLICY PS T17 **The Planning Authority will ensure that parking lots are sufficiently landscaped with soft landscaping (accounting for at least ten percent of total lot area).**

HOUSING

Housing infrastructure within the Portmore South Local Planning Area is predominantly single family with a mixture of quad, row, duplex and detached residential units, constructed mainly of concrete. The 2011 population census revealed that there are 11,740 dwelling units in Portmore South Local Planning Area.

With the projected population of 74,728 persons by the year 2030, there will be a need of approximately 6,351 dwelling units. Based on the population growth and the expected demand for houses, land space will be required to accommodate additional housing demand.

In an effort to reduce sprawl in the planning area, various types of residential options should also be encouraged. The appropriate policies in the Housing Sector Policies of this Order may be applied where applicable.

POLICY PS H1 **In order to satisfy housing demand a mixture of housing types will be encouraged. Proposals for high density residential developments will normally be considered at appropriate locations, once all planning and environmental standards are met.**

POLICY PS H2 **Apartment/townhouse developments may be permitted on parcels of land which are 0.2 hectares (½ an acre) and over in area in accordance with the guidelines provided in Appendix 18.**

POLICY PS H3 **The following density ranges shall apply across the local planning area, as indicated on the Portmore South Density Map (Inset 2B) and may be varied by the Planning Authorities based on the existing physical conditions in the area:**

a. **Density shall not exceed 250 habitable rooms per hectare (100 habitable rooms per acre) as indicated on Figure 1, with building heights not exceeding four (6) floors in areas identified for infill and or brown field redevelopment where they meet the planning requirements. These areas include but are not limited to Old Braeton, New Braeton, Naggo Head and Part of Shooters Hill (along Hellshire Main Road inland to the 40 metre contour line) and Part of Hellshire.**

b. **Density shall not exceed 125 habitable rooms per hectare (50 habitable rooms per acre) as indicated on Figure 1, with building heights not exceeding four (4) floors in areas identified for infill and or brown field redevelopment where they meet the planning requirements. These areas include but are not limited to Portmore Pines, Greater Portmore North and Hellshire.**

c. **Density shall not exceed 75 habitable rooms per hectare (30 habitable rooms per acre) as indicated on Figure 1, with building heights not exceeding two (2) floors.**

POLICY PS H4 **Minimum setbacks for buildings from property boundaries for residential development must be in accordance with the General Consideration for Setback of selected buildings in Appendix 19 of**

POLICY PS H5 **The amalgamation of smaller residential lots to allow for multifamily development will be encouraged where the individual lot does not meet the minimum size required for multifamily development.**

POLICY PS H6 **New residential proposals and extensions must adhere to the lot coverage requirements provided and maintain the distance between buildings and property boundaries as stipulated in Appendix 11.**

In areas where residential uses are near to non-residential activities, there is the possibility of encroachment by such activities into the residential areas. The local planning authority will not tolerate changes which are not compatible to residential development.

POLICY PS H7 **Industrial and commercial uses not providing an essential service will not normally be located within a residential community.**

POLICY PS H8 **Proposals for partial change of use of a residential property to a non-residential use will be permitted only if the non-residential activity is normally carried out in the day time and the amenity privacy and enjoyment of neighbouring dwellings is not adversely affected. Such activities will require special approval from the local planning authority.**

POLICY PS H9 **Proposals for change of use of a residential property to a non-residential use will only be permitted if the non-residential activity is compatible with the residential character of the area.**

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

POLICY PS H10 **Density shall not exceed 75 habitable rooms per hectare (30 habitable rooms per acre) in hilly areas and shall be in accordance with the Hillside Development Manual for Jamaica which have been developed for such areas.**

POLICY PS H11 **Where housing development proposals are being contemplated in potentially hazardous areas the local planning authority will require the submission of technical documents such as an engineer's report for consideration in dealing with the application.**

In sections of the local planning area with a mixture of residential and commercial uses the residential use will be of dominance and positioned toward the front of the designated lot/s.

POLICY PS H12 **Commercial development within residential areas will be ancillary to the residential use of the area and should not conflict with the residential potential of the land.**

There are a few informal settlements located within the local planning area. The local planning authority will therefore, in collaboration with the Squatter Management Unit seek to have these properties regularized.

POLICY PS H13 **In areas where it is feasible to regularize existing squatter settlements, the local planning authority will work with the Squatter Management Unit in identifying lands to do so.**

CONSERVATION OF THE NATURAL AND BUILT ENVIRONMENT

The Natural Environment

The Portmore South Local Planning Area has an elevation ranging from 3 - 274.3 metres (10-900 feet) above sea level with the southern area undulating in sections while the northern section towards the coast is relatively flat. This local planning area includes sections of the Hellshire Hills, Braeton Hills and Shooters Hills which accommodates some residential developments, however, there are sections that has been recommended for preservation. This is due to the presence of endemic specie namely the Jamaican Iguana and also due to the heavily vegetated nature of some sections that are rich in natural resources; as it has a wide variety of flora and fauna. These lands areas are to be conserved and non-conforming uses will not be allowed.

POLICY PS 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 areas of vulnerable watershed which would conflict with the policies of this Order.**

POLICY PS C2 **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 Hellshire Hills Conservation Areas and Shooters Hill Conservation Areas.**

In order to ensure the protection of the environmentally sensitive areas and to foster proper planning practices limited development will be encouraged on lands zoned for restricted development including lands located on the Hellshire Hills, Great Salt Pond, Hellshire Point, Green Bay, Rodney's Arm and Port Henderson Hills. Controls must be exercised over development proposals to prevent the destruction of the environment and the construction of hard paving that contributes to excess runoff.

POLICY PS C3 **In areas zoned for restricted development or areas of steep slopes or unstable geology or in areas of conservation or environmental importance, where low density accommodation or residential development is contemplated, the development will be prescribed to strict stipulations or conditions and must adhere to the recommendations of the relevant Planning Authorities.**

The local planning area falls within the Rio Cobre Watershed Management Unit which at present is severely degraded in sections. The Rio Cobre is one of the main sources of water supply to the development order area; as such precaution should be taken when granting permission for buildings and other forms of development that natural drainage channels are not impacted. Additionally there are several wetland areas located in the Hellshire Area that should be protected.

POLICY PS C4 **Planning permission will not be given for any form of development which will result in the disruption or blockage of any natural run off channel.**

POLICY PS C5 **The Planning Authorities will ensure that environmentally sensitive or vulnerable areas are reserved as natural areas and greenbelt preserves for recreation whenever possible and used as open space buffers between areas and incompatible land uses.**

There are several recreational beaches located within the Portmore South Local Planning Area some of which are privately operated. It is prudent that the relevant authorities restrict the intensity of development within this general area along the coast especially in the Hellshire Bay area. The local planning authority will ensure that residents and visitors are able to have access to the beach and coastline.

POLICY PS C6 **Planning permission will not be granted for any development which will restrict residents and visitors from gaining access to the beaches via established pathways for bathing or recreational use.**

POLICY PS C7 **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 PS C8 **The local planning authority will identify beaches located in the Hellshire Bay Area and no development will be allowed which will conflict with the proposed use.**

POLICY PS C9 **No buildings or structures should be placed within a strip of land of a minimum width of 7.5 metres immediately adjoining the high-water mark of the shoreline.**

POLICY PS C10 **Proposals for high buildings will not be allowed in or adjacent to strategic view points and land marks.**

POLICY PS C11 **All new or extension to existing developments along the coastal area should be of low density and will be set back in accordance with the guidelines provided in Figure 5.**

POLICY PS C12 **The local planning authority in dealing with developments will institute strategies to mitigate against the effects of climate change such as storm surges and erosion within the coastal areas in the Portmore South Local Planning Area.**

The Built Environment

The local planning Authority will endeavour to protect, preserve and enhance the special character of heritage buildings and areas and their environs and buildings that are of architectural and other importance, protected or not protected by the JNHT Act. This will be promoted for the education, pleasure and general welfare of the residents and the general public.

Residential developments in the local area plan ranges from one to three storeys. Commercial, office and industrial buildings ranges from one to three storeys with the exception of the Forum and Xerox buildings that exceeds eight storeys. These were constructed when there was no limitation on the height of buildings in the area and should not be used as a precedent in assessing the character of other buildings.

POLICY PS C13 **The local planning authorities will ensure that the design and character of new buildings is in keeping with the policies and guidelines provided in this Order.**

POLICY PS C14 **The conversion or alteration of any existing building should be of a high standard of design and be in sympathy with the existing built environment.**

Historical, Archaeological Sites and Building

The local planning area is home to several notable and historic sites, which includes the Two Sisters Cave, Fort Clarence, Rodney's Arm Lookout and the Forum Hotel area. However, where sites or buildings are protected under the Jamaica National Heritage Trust Act, the local planning authority will ensure that there is careful management of development of these areas to preserve the historic nature of the area.

POLICY PS C15 **Planning permission will not be given for any development that would damage any building or monuments which are of historic importance in the Portmore South Local Planning Area or one adjacent to such building or monument, or which would adversely affect its setting.**

POLICY PS C16 **The local planning authority will not support any proposed redevelopment or addition to historic buildings in absence of consultation with the Jamaica National Heritage Trust.**

POLICY PS C17 **The local planning authority will support the use and integration of sites in tourism product providing that the activity will not have an adverse effect on the site and or building.**

The Two Sisters Cave is located in Hellshire Hills and is the final stages of a collapsed limestone cavern which plays host to an interesting array of life forms, including the Greater Bulldog or Fisherman bat, the blue crab, "ticky-ticky" or big mouth sleeper, as well as several migratory birds. Each of the caves has a large sink hole, which contains fresh water. It is possible that these reservoirs served as sources of fresh water for the Tainos. The cave contains a petroglyph carving of a face which is believed to be about seven hundred years old. The local planning authority will ensure that this area is protected from any adverse human interference.

POLICY PS C18 **The local planning authority will not permit any development which will result in the endangerment of any species of bat, crab or migratory bird or that may alter airflow and or the natural water flow of the Two Sister caves.**

Fort Clarence was originally built in 1782, and its main objective was to protect the bay between Port Henderson and Hellshire Hills. It was named in honour of Prince William, Duke of Clarence who had visited Jamaica years before. Presently the area known as Fort Clarence is used as a public bathing beach which is owned and managed by the Urban Development Corporation. The local planning authority in collaboration with the UDC will ensure that this area is protected from adverse human interference to ensure its suitability and viability as a public bathing beach.

POLICY PS C19 **The Planning Authorities shall seek to maintain Fort Clarence as a public bathing beach and the development of this beach will be allowed to the degree that ensure its usefulness and safety without impairing its natural endowment.**

The Rodney's Lookout was built by Admiral George Rodney on a summit of the Port Henderson Hills between 1780 and 1782; it was an old signalling station west of Port Henderson. Presently, the area has become synonymous with fishing with a small fishing village and seafood establishments being developed along with recreational sight-seeing given its location and scenic qualities. The local planning authority will ensure that development in this area respects the natural and aesthetic quality of the area.

POLICY PS C20 **The Planning Authority will not grant permission for any development within the Rodney's Arm/Green Bay area that would negatively alter the character of tourism potential of that area.**

TOURISM

The Portmore South Local Planning Area has great potential for increased economic activities geared towards eco and heritage tourism. The local planning area especially in the Hellshire community has an ideal location and rich heritage for further establishment in eco-tourism which makes use of the areas' natural environment and historical monument including the Two Sisters Cave, Hellshire Beach and Fort Clarence Beach. Economic activities that involve the sustainable use of the natural resources within the area will be encouraged.

POLICY PS TO1 **Applications for new tourism developments, extension and redevelopment of existing tourism accommodation will be supported and must conform to planning requirements and respect the development guidelines provided in the *Development and* Investment Manual.**

POLICY PS TO2 **Suitable tourism projects based on existing land uses will be encouraged provided that they conform to the prescribed historical, environmental and planning guidelines to the satisfaction of the local authority.**

POLICY PS TO3 **The local planning authority will support the expansion and development of nature and heritage-based attractions, provided that the development is in accordance with the environmental, historical and social characteristics of the site.**

POLICY PS TO4 **Applications for tourism development in Portmore South Local Planning Area must incorporate a high standard of design, which respects the natural features of the site, the use of traditional building materials and styles. The site must be properly landscaped to the approval of the local authority.**

Hellshire

Guest houses and villas can contribute significantly to the tourism fabric within the Development Order Area. Each activity will vary in location and nature and will have to be judged on its own merit. Proposal to establish guesthouses and villas will be considered having regard to their impact on residential and visual amenity, and will be subjected to the constraints of the area.

POLICY PS TO5 **The local planning authority will support proposals for small scale tourism activities such as small cabins/resorts and hiking trails as long as these are not detrimental to the environment.**

SOCIAL AMENITIES

The Portmore South Local Planning Area has several community facilities to effectively function as such. Located within the local planning area are Type III health centre, library, schools, post office, police station, churches, community centres and a few recreational areas. Currently the area lacks a fire station and medical centres. These facilities serve the local populace, neighbouring communities and in some cases neighbouring parishes and should be upgraded as the need arises.

POLICY PS SA1 **Developments that would decrease or eliminate any of the social facilities in the Portmore South Local Planning Area will not be supported unless being replaced with a similar facility of equal or greater stature in the locality.**

POLICY PS SA2 **The local planning authority will assist in identifying suitable lands within the local planning area to establish a new fire station and the expansion and upgrading of other social facilities.**

Educational and Institutional

There are several educational facilities located within the local planning area: basic schools, primary school, and a high school. The upgrading of some of these facilities is necessary if they are to provide at a high standard.

POLICY PS SA3 **New proposals for educational and institutional uses will be assessed on a case by case basis and the local planning authority will assist in identifying suitable lands within the local planning area to establish additional facilities as the need arises.**

POLICY PS SA4 **All educational or institutional facilities must meet the requirements of the Ministry of Education and policies of the local planning authority.**

POLICY PS SA5 **Building heights for schools and churches shall not exceed three and two storeys, respectively.**

Open Space/Recreational Areas

There residents utilize Ferdi Neita Park, Half Moon Bay Beach, Hellshire Bay, Sugarman Beach and Fort Clarence beach for social events. The preservation and improvement of these areas are essential as these enhance the character of the built environment, promote public health and safety; and provide for outdoor recreation and visual enjoyment.

All other open and or green spaces within the boundaries of the local planning area must be protected. Additionally, suitable lands should be sought for the establishment of additional public open spaces inclusive of multi-purpose community centres that are to be accessible to all residents.

POLICY PS SA6 **The local planning authority will seek to have the relevant authorities upgrade and improve all areas zoned for recreational use within the local planning area.**

POLICY PS SA7 **The local planning authority will identify suitable lands within the local planning area to be used for recreational purposes including multi-purpose community centres.**

POLICY PS SA8 **All lots within Portmore South 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 PS SA9 **No structure shall be allowed on any public open space that does not complement the use thereof.**

POLICY PS SA10 **Housing or subdivision applications which involve the creation of more than 10 lots will be required to provide land for recreational open space, at the rate of one hectare to every 100 lots. Cumulative applications for a smaller number of lots on the same site will be required to comply with the same standard.**

POLICY PS SA11 **Lands designated as open spaces shall not be disposed of except it is required for public use, and in such case an equivalent area of land will be acquired in an alternate location suitable for that purpose.**

URBAN ECONOMY

The continued growth of the Portmore South's urban economy is dependent mainly on the commercial, office and tourism activities with agriculture, and a few light industries. Commercial activities are confined mainly to central nodes and their overall impact on employment types is diverse but rather limited. To achieve a more vibrant planning area, special attention will be paid to further diversification of the urban economy. Therefore adequate lands should be zoned for the creation of new and the extension of commercial areas along with manufacturing in order to achieve

more sustained and balanced development of Portmore South Local Planning Area.

POLICY PS UE1 **The employment needs of the local planning area will be met through the provision of lands on the land use proposals map to meet the present and future requirements of businesses.**

POLICY PS UE2 **The development of small office, commercial and service industry units will be supported in areas identified for such uses, where the size and type of activity proposed is compatible with neighbouring uses.**

POLICY PS UE3 **The Planning Authority will support the extension of business premises, provided the amenity of neighbouring properties, visual amenity and highway safety are safeguarded.**

POLICY PS UE4 **For commercial and office uses, building heights shall be restricted to two (2) storeys unless extraordinary circumstances dictate otherwise in the opinion of the local planning authority.**

POLICY PS UE5 **The Local Planning Authority will support limited/light industrial uses in commercially designated areas if such uses are of a scale, design, or intensity that will have no significant negative impacts to surrounding uses.**

Currently there are a number of industrial enterprises located within the local planning area and are concentrated mostly along the main road traversing the area. As the Portmore South Local Planning Area expands the need to secure suitable locations to meet the demand for such activities is imperative.

POLICY PS UE6 **The local planning authority will not normally support the conversion of lands designated for light and heavy industrial uses to non-industrial uses.**

POLICY PS UE7 **Development proposals for any use which would result in a significant number of people living or working in proximity of any hazardous industry or storage site will not be permitted.**

POLICY PS UE8 **Mixed uses, in which residential and other compatible uses occur on the same lot will normally be supported by the Planning Authority.**

There is a limited amount of commercial establishments and services are located within the Hellshire area. These facilities are predominantly small shops with limited variety of goods. The existing economic activities are not sufficient to create a competitive environment and stimulate economic growth; thus additional economic facilities are necessary for the growth of this local planning area.

POLICY PS UE9 **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.**

POLICY PS UE10 **Due considerations will be given to proposals for the establishment of commercial and other service facility as the need arise in this local planning area.**

There are a number of mixed use activities present throughout the local planning area, however, where land uses are incompatible this will not be encouraged.

POLICY PS UE11 **The local planning authority will encourage mixed use development where this is appropriate, and will at all times ensure the residential amenities and areas of environmental importance are protected.**

POLICY PS UE12 **For commercial and office uses, the building may be located hard on the property boundaries subject to the provision of adequate parking on a separate lot or floor to the satisfaction of the Planning Authorities and will not apply if the development adjoins residential uses.**

The existence of pristine agricultural lands within the local planning area is limited. It is therefore important that lands of high agricultural value be protected and rationalized to safeguard the economy of the area.

POLICY PS UE13 **The local planning authority will give long term protection to the areas which have been delineated as agricultural lands associated with agro-industry on the land use proposal map and will give long term protection to the needs of agriculture over other planning considerations in dealing with any development of such lands.**

POLICY PS UE14 **There will be a presumption against development which diminishes the amount of productive or potentially productive agricultural lands in the local planning area.**

Entertainment Zones or "EZs" are typically vibrant nightlife urban districts which are well connected and are located near 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 PS UE15 **The local planning authority will promote the development of an Entertainment Zone along the commercial corridor of Naggo Head Drive, Hellshire Bay Area and will ensure that the policies of this Development Order are followed in its establishment.**

POLICY PS UE16 **The local planning authority will not support applications for development within the EZ which in its view is not compatible with that zone.**

WASTE TREATMENT AND DISPOSAL

Sewage Disposal

The communities that comprise the Portmore South Local Planning Area are each centrally sewered (See Inset No. 3B). However, there are areas with on-lot systems such as sections of Hellshire where there are large lots and sections of Braeton where there are informal settlements. Septic tanks are used along with absorption pits as the main method of disposal used in these areas. In 2007 the Soapberry Wastewater Treatment and Disposal facility was constructed with the aim to replace smaller treatment and disposal plants in Portmore and sections of Kingston Metropolitan Area. It is expected that by the year 2020 all sewage and disposal plants located within the local planning area will be connected to this larger system.

All methods of disposal should conform to those recommended by the Ministry of Health, the Natural Resources Conservation Authority (NRCA), the local authority and all other agencies involved in this activity.

POLICY PS WT1 **The relevant authority shall ensure that the Portmore South Local Planning Area is centrally sewered and on the introduction of this central sewerage system to the area all developments should be connected to this facility.**

POLICY PS WT2 **Permission will not be granted for new buildings or extensions in areas without central sewage, as indicated on the Portmore South Sewage Infrastructure Map (Inset No. 3B) unless the sewage**

treatment facilities proposed will treat the sewage produced to at least a tertiary level.

POLICY PS WT3 **In the absence of a central sewage system the following sewage disposal methods may be permitted in appropriate situations:**

(i) septic tanks and tile field; or
(ii) Any other safe and appropriate waste disposal technology as may be developed that is acceptable to the Planning Authorities and other relevant agencies.

Solid Waste Disposal

The local planning area is serviced by the National Solid Waste Management Authority garbage collection system. According to 2011 census data, of the 12,332 households within the local planning area, eighty-nine percent (89%) have access to public garbage collection facilities. The inefficiency in the garbage collection system has resulted in overflowing skips and the presence of small illegal dump sites throughout the local planning area especially on vacant lands and in wetland areas.

POLICY PS WT4 **The indiscriminate and unsatisfactory disposal of waste will not be encouraged and the local planning authority will support the routine collection and recycling of such waste and the facilities to undertake same.**

The limited garbage facilities can have an adverse effect on the amenities and health of neighbouring properties and the general environment through the infestation of rodents and insects. All development should therefore make provision for proper waste storage collection in tamper and rodent proof devices.

POLICY PS WT5 **All developments will be required to make adequate provision for the storage and collection of solid waste matter which should if possible be sorted into non-recyclable and recyclable categories.**

POLICY PS WT6 **The disposal of waste into sinkholes and caves will not be supported by the Planning Authority.**

WATER SUPPLY

According to STATIN 2011 census, approximately ninety-eight per cent (98%) of residents within the local area have access to piped water to their dwellings. This is provided by the National Water Commission (NWC) and by private means with the NWC. However, there seem to be some inadequacy in the supply of potable water and this need to be improved and maintained, to ensure adequacy as population and water demand increases.

POLICY PS WS1 **Proposed developments in areas without a reliable piped water supply will be required to construct catchment tanks with adequate capacity to provide water supply requirements to fulfill their needs.**

POLICY PS WS2 **The local planning authority will seek to ensure that the existing public water supply system infrastructure is improved to adequately service the local planning area.**

POLICY PS WS3 **Rainwater harvesting will be encouraged in residential and other developments to improve access to potable water supply systems.**

POLICY PS WS4 **The Planning Authority will encourage the use of recycled grey water/rain water for non-potable uses and will ensure that provision is made for this in new development proposals.**

FIFTH SCHEDULE CONT'D

APPENDICES

APPENDIX 1

1. GENERAL GLOSSARY

In these Appendices –

"advertisement" means any word, letter, model, sign, placard, board, notice, device or representation, whether illuminated or not, in the nature of and employed wholly or in part for the purposes of advertisement, announcement or direction, and without prejudice to the foregoing provision includes any hoarding or similar structure used or adapted for use for the display of advertisements, and references to the display of advertisements shall be construed accordingly;

"agriculture" means the cultivation of the soil for any purpose, the breeding and keeping of livestock and pond fish, the keeping of apiaries, the use of land for grazing, meadows, nurseries, the growing of economic fruit trees and the use of lands for woodlands where this is auxiliary to other agricultural activities. (See also Third Schedule – Part 5- for the explanation of certain terms used in the pursuit of agriculture and for which planning permission is required.)

"agricultural land" means the cultivation 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;

"climate change" means any significant change in the measures of climate lasting for an extended period of time and includes major changes in temperature, precipitation, or wind patterns, among others, that occur over several decades or longer;

"climate change adaptation" means anticipating the adverse effects of climate change and taking appropriate action to prevent or minimize the damage they can cause, or taking advantage of opportunities that may arise;

"climate change mitigation" means human intervention to reduce the human impact on the climate system; such as strategies to reduce greenhouse gas sources and emissions and enhancing greenhouse areas that absorbs carbon dioxide;

"**commercial development**" means development for the provision or supply of goods or service by wholesale or retail; but does not include a warehouse;

"**cubic content**" means the cubic content of a structure or building measured externally;

"**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;

"**dwelling house**" means a building or part of a building forming a self-contained premises designed to be occupied by a single family or household and does not include a building containing one or more flats;

"**density**" means the number of habitable rooms that will be allowed per hectare of land;

"**ecological sensitive area**" means an area which is vulnerable to natural disasters and human impact;

"**environmental impact assessment**" means a study of the environment to detect how a development would impact on the environment in the area in which the development is proposed;

"express consent" has the meaning given by the control of advertisement regulations 1978;

"**facade**" means any exterior surface of a building other than the roof;

"**flat**" means a separate and self-contained premises constructed for use as a dwelling and forming part of a building from some other part of which it is divided horizontally;

"**floor area**" means the gross horizontal area of all floors of buildings, structures or erections covered or uncovered measured from the exterior faces of exterior walls or exterior supporting columns for any floor not enclosed by exterior walls together with any floor space provided for mechanical equipment, elevator shafts and stairwells at each floor, other than basement space used as car parking facility;

"**floor area ratio/plot area ratio / floor space index** " means the ratio of total floor area of a building to land area at the location expressed as a decimal which is determined by dividing the total building area on a lot/site by the lot area;

"**ground cover/footprint**" means the amount of ground space at grade covered by building development whether or not it is roofed or un roofed, enclosed by walls, or open space used for accommodation or any auxiliary purposes but does not include parking areas.

"**habitable room**" means in residences, any room or space intended primarily for human occupancy other than a kitchen or bathroom; or a storeroom not exceeding 6.5 sq.m.in area, in hotels, hotel bedrooms for guest or staff;

"**habitable structure**" means any structure primarily intended to be used for living, sleeping, eating on assembly purposes including but not limited to residences, multi-family dwelling, apartments, churches, food facilities and industrial building;

"**home stay**" means a unit within a house, with a maximum of nine (9) rooms and the owner is resident in the home. Only breakfast is served;

"**industry**" means one in which the use carried on involves or is incidental to the making of any article or part of any article or the altering, repairing, ornamenting, finishing, cleaning, washing, packing, canning, or breaking-up or demolition of any article or the extraction or processing of minerals;

"**industry-light**" means an industry in which the process is such that it is suitable for location adjacent to or in close proximity to residential development although not necessarily within the area itself;

"**infill**" means the development of a vacant site within a substantially developed area in which the bias is to preserve the status quo;

"**landscape plan**" means a plan which shows the location, species, and size of all major vegetation to be retained, removed, or planted; as well as all other aspects of "landscaping";

"**local planning area**" is a growth centre or special area identified in a Development Order based on several criteria. See section II of the fifth schedule;

"**material consideration**" means a single planning unit consisting of a mix of compatible uses such as residential, commercial and office activities;

"**mixed-use development**" means issues that can be taken into account in determining planning applications. These should relate to the purpose of planning legislation and the need to promote the public interest and must fairly and reasonably relate to the application being considered such as impact of the proposal on the neighbourhood;

"**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 proposal use in a development can still operate effectively on the amount of parking spaces being provided and this may vary according to the development concerned;

"permitted development" means the classes of development which may be undertaken without requiring planning permission as this is deemed to have been granted by the development order;

"professional office" means a place used by professionals for the practice of their profession;

"public open space" means land which is reserved for the use of the public;

"quarry" shall have the same meaning as in the Quarries Control Act;

"residential density" in relation to any area, means the number of habitable rooms per hectares and is calculated by adding together all habitable rooms in a selected area and dividing by the acreage;

"retail warehouse" means a single storey warehouse or industrial type building with adjacent surface parking for the sale of products displayed and stored in one and the same area and where the sale of food products is not more than forty percent (40%) of the principal use;

"rural areas" means lands outside the built-up or coastal areas;

"satellite antenna" means an apparatus designed for transmitting microwave radio energy to satellites or receiving it from them, and includes any mountings or brackets attached to such apparatus;

"shop" means a building used for the carrying on of any retail trade or retail business wherein the primary purpose is the selling of goods by retail or for any other purpose appropriate to a shopping area;

"shoreline" means land extending inland to a distance of 150 metres (500ft) from the shoreline of any navigable waterbody;

"storey" means that portion of a building included between the surface of any floor and the surface of the floor next above, or if there is no floor above it, then the space between such floor and the ceiling next above it;

"strategic gap" means an open area of land where development will be strictly controlled to prevent the coalescence of existing built up areas;

"**studio**" means an open multifunctional unit which serves as living, sleeping and cooking area along with a bathroom (which may or may not be enclosed) and having a maximum floor area of 37.16 metres (400 square feet);

"**structure**" means anything constructed or erected with a fixed or permanent location on the ground or requiring a fixed location on the ground or attached to something having a fixed location on the ground such as building, platform, swimming pools, sheds, boundary walls, fences, radio towers etc;

"**sub-urban area**" means lands that are outside the built-up urban area;

"**townhouse**" means a one-family two or three storey dwelling in series with a group of two or more such dwellings each located on a separate lot and separated from each other by an adjoining fire wall or walls without opening in such walls;

"**use classes order**" means the classes of land use within which certain changes of use may take place without requiring planning permission, as they are deemed not to involve development; but for which permission would require between classes;

"**urban**" means a built-up area or town with a local planning area;

"**warehouse**" means a building, or land used temporarily for the purpose of storage or distribution of goods and materials;

FIFTH SCHEDULE CONT'D

TELECOMMUNICATIONS NETWORK - GLOSSARY

Base Station – means a structure or structures that consist of transmitters and receivers that are connected to antennas by feeder cables. A base station can be a microcell, macrocell or picocell and can either be mobile or fixed;

Co-Location/mast sharing – means the utilization of one site by more than one service provider and/or the utilization of one or more masts by more than one service provider;

Exclusion zone – means an area within which radiation exposure guidelines may be exceeded. Zones shall be a minimum of 20 metres by 20 metres (65.6 ft. by 65.6 ft.) in size and the physical barrier shall be a minimum of 3 metres (9.8 ft.) in height;

Macrocell – means a base station that provides the largest area of coverage within a mobile network. The antennas at this station must be positioned at a height, which prevents obstruction from terrain or buildings;

Mast/Tower – means a ground-based or roof-top structure that supports antennas at a height where they can satisfactorily send and receive radio waves;

Microcell – means base stations that provide additional coverage and capacity to macrocells. A microcell is usually sited where there are large numbers of users. Antennas are usually mounted at street level;

Physical barrier – means a fence or wall not less than 3 metres (9.8 ft.) in height which encloses a base station;

Picocell – means a base station, which is normally found within existing buildings and provides more localised coverage than a microcell;

Precautionary approach – means before a development is permitted it should be shown that the risk from the development is acceptably low. The lack of full scientific certainty or an absence of information indicating that a risk is unacceptably high should not be reasons to approve development;

Radio waves - means electromagnetic wave of frequencies lower than three million megahertz propagated in space without artificial guide (Radio and Telegraph Control Act);

Sound broadcasting - means the dissemination by wireless telephony of sounds of any description but does not include sounds, which form part of a television broadcast;

Television broadcasting - means the wireless transmission of visual images or pictures, together with any sounds broadcast for reception along with those images or pictures;

FIFTH SCHEDULE CONT'D

APPENDIX 2

LIST OF LOCAL PLANNING AREAS

The Portmore Development Order Area consists of two (2) Local Planning Areas which are listed below;

1. Portmore North Local Planning Area consisting of:
   - Gregory Park Area
   - Waterford Area
   - Edgewater Area
   - Independence City Area
   - Westchester Area
   - Southboro Area
   - Bridgeport Area

2. Portmore South Local Planning Area consisting of:
   - Portmore Pines/Naggo Head
   - Braeton Area
   - Greater Portmore North Area
   - Greater Portmore East Area
   - Hellshire Area

Development policies and guidelines have been prepared for these two local planning areas.

FIFTH SCHEDULE CONT'D

APPENDIX 3

SCHEDULE OF MONUMENTS, HISTORICAL and ARCHAEOLOGICAL BUILDINGS AND ECOLOGICAL SITES

There are several monuments and historical sites located within the boundary of the Development Order Area. The following have been listed as Declared National Sites and Monuments in Portmore by the Jamaica National Heritage Trust.

Buildings of Architectural/Historical Interest, Aqueducts, Bridges and Dams
Name
Caves and Middens
Two Sisters Cave
Historic Sites
Port Henderson
Fort Augusta
Fort Clarence
Fort Small
Rodney's Arm Lookout
Churches, Cemeteries, Tombs
Clock Towers
Natural Sites
Parks
Climate Change Park (Proposed)
Caymanas Park
Seaside Parks
Green Bay
Half Moon Bay
Hellshire Point
Hunts Bay
Long Bay
Manatee Bay
Roads
Highway 2000
Dyke Road
Municipal Boulevard
Passage Fort Drive

FIFTH SCHEDULE CONT'D

APPENDIX 4

SCHEDULE OF BEACHES ALONG THE PORTMORE AREA DEVELOPMENT ORDER AREA COAST

LOCATION	TYPE
Fort Augusta	Public Bathing Beach
Green Bay	Public Bathing Beach
Half Moon Bay	Public Bathing Beach
Hellshire Point	Public Bathing Beach
Long Bay	Public Bathing Beach
Manatee Bay	Public Bathing Beach
Passage Fort	Public Fishing Beach
Port Henderson	Public Fishing and Bathing Beach

FIFTH SCHEDULE CONT'D

APPENDIX 5

MAIN ROAD NETWORK

The following main road network has been approved or recommended and will be carried out in due course by the appropriate Road Authority. Where reservations have been approved or recommended these will be protected and no development will be permitted which could in any way obstruct the proposals or make it more costly to Government to implement.



Source: The National Works Agency

FIFTH SCHEDULE CONT'D

APPENDIX 6

SCHEDULE OF ROAD STANDARDS
(All measurements in metres)

Type of Road	Total Reservation	Carriage-way	Side Reservation(each side)			
			Total	Paved	Planted	
(a) Service Roads	9	6	1.5	-	-	Reservation, carriageway, paving and planting may be varied by Local planning authority depending on circumstances.
(b) Housing Estate Roads	12	6	3	1.2	1.8	Paving and planting may be varied by Local planning authority depending on circumstances.
(c) Main Housing Estate Roads	15	8.5	3.25	1.45	1.8	Paving and Planting may be varied by Local planning authority depending on circumstances.
(d) Arterial Roads	30	7.5	See special requirements			(2)2.4 shoulders and a median strip, or such requirements as the Local Authority may consider adequate.
	21	14.6	See special requirements			

(e) Arterial Roads where standards of (d) are not required)				(2) 3.2 footpaths or such requirements as the Local planning authority may consider adequate.

Standard of new roads and improvements to existing roads will be required to comply with the above schedule.

Roads are in four classes:-

a) Service Roads: These are used for direct access to individual lots within a residential area or for access to commercial premises.

b) Housing Estate Roads: These are intermediate collector roads for traffic generated by service roads.

c) Main Housing Estate Roads: These are the main roads within a residential area and would normally be used as bus routes or as denser traffic routes through residential areas.

d) Arterial Roads: These are the main roads normally through the city or towns linking parts of the city or towns.

FIFTH SCHEDULE CONT'D

APPENDIX 7

VISIBILITY SPLAYS

Visibility splays are the angles of visibility which are designed at all major road intersections. They are intended to facilitate the unobstructed vision of motorists from one street on to the other, thereby minimizing the risks of accidents. Suggested visibility splays in relation to street type are listed below:

ROAD VISIBILITY SPLAYS AND SIDEWALKS RESERVATIONS

(All measurements are in metric)

Road Type	Total Width (m)	Carriage Way (m)	SIDEWALK RESERVATION			Visibility Splay Angle (Degrees)	Splay Distance (m)
			Total (one side)	Paved	Planted(m)		
Service Road	9	6	1.5	-	-	45	1.8
Estate Road	12	6	3.0	1.2	1.8	45	3.0
Main Estate Road (spine or collector)	15	8.5	3.25	1.45	1.8	30	3.0
Main arterial road (adjacent residential areas)	21	14.6 Dual	3.25	1.45	1.8	30	2.1

Shoulders

- Shoulders are required to support the paved surface of the road and to provide areas for safe emergency stopping of vehicles. They should never be used as permanent parking places for vehicles.
- The construction of shoulders should be done as carefully as the construction of the main paved area of the road except that shoulders on access roads would not normally be paved.
- Unpaved shoulders should be properly grassed and maintained, as if they are not, storm water may enter the road base and affect the stability of the road.

FIFTH SCHEDULE CONT'D

APPENDIX 8

PARKING AND LOADING REQUIREMENTS

SCHEDULE OF VEHICLE PARKING REQUIREMENTS WITHIN SITE BOUNDARIES

PARKING AND LOADING REQUIREMENTS SCHEDULE OF VEHICLE PARKING REQUIREMENTS WITHIN SITE BOUNDARIES	
Type of Development	**Minimum Number of Vehicle Parking Spaces Required**
Private Residence (up to two bedrooms)	1 for each individual unit.
Private Residence(over two bedrooms)	2 for each individual unit
Apartment Buildings and Town Houses	1.25 for each individual unit.
Elderly persons accommodation(Self-contained dwellings)	2 per three units
Elderly persons accommodation(Grouped flat)	1 per three one bedroom units.
Guest Houses	1 for each 2 guest unit plus 1 for each 4.5 square metres of public dining room.
Motels and Hotels	1 for each guest unit plus 1 for each 4.5 square metres of public dining room. 1 coach parking space per 50 bed spaces in hotels.
Villas	1 per 2 bedroom villa 2 per 3 bedroom villa
Hostels for students	1 space for every 4 units plus 1 space per 2 full-time members of staff.
Civic Administration Building, Office	1 for each 20 squares metres of floor area inclusive of store rooms plus 1 space per unit for staff parking where the building is divided into smaller units.
Museums & Art Galleries	1 space per 30 square metres of public display space
Shops, Stores, Supermarkets	1 for each 20 square metres of gross floor area inclusive of store-rooms plus 1 space per unit for staff where the building is divided into smaller units. (The same applies to Shopping centres).
Markets	To be assessed individually
Restaurants	1 for each 4.5 square metres of public dining room

PARKING AND LOADING REQUIREMENTS SCHEDULE OF VEHICLE PARKING REQUIREMENTS WITHIN SITE BOUNDARIES	
Type of Development	**Minimum Number of Vehicle Parking Spaces Required**
Take-Away Fast Food Shops	6 spaces per unit, plus 1 for each 4.5 square metres of dining area or public dining room.
Industrial Buildings used for manufacture or storage	1 for each 185 square metres of gross floor area including office space, plus provision for trucks as indicated in Vehicle loading requirements.
Dance Halls, Clubs and Bars	1 space per 2 square metre of public floor area.
Games Buildings Public or Exhibition Halls	2 space per 3 staff members plus 1 space for every 10 square metres of exhibition area
Cinemas, Concert Halls, Theatre	Town Centre locations, 1 space per 10 seats. Other locations - 1 space per 5 seats.
Primary Schools	1 space for every 5 Teachers.
Secondary Schools	1 space for every 5 Teachers, plus 1 space for every 3 non-Teaching staff
Post-Secondary Institutions (Colleges, Universities etc.)	1 space to be provided for every 2 members of staff plus 1 space for every five (5) full-time equivalent students in addition to administration requirements.
Hospitals Clinics/Health Centres	1 space for each 4 beds. 3 spaces for each practitioner.
Group medical, Veterinary or Dental Practices	2 spaces per practitioner.
Creche, Day Nurseries or Day Care Centre	1 space per 3 staff members plus an area for setting down and picking up of children.
Assembly Halls, Auditoriums, City and Town Halls, Court House, Lecture Halls	1 for each 8 seats
***Place* of Public Worship or Religious Instruction**	1 space per 7 seats plus one parking space for each 4.5 m2 of floor area in assembly rooms with movable seats or 1 space per 6.5 square metres if no permanent seat is provided
Petrol Filling Station	5 car parking spaces per service bay plus a minimum of 3 car parking spaces up to a site area of 500 square meters and an additional space for each additional 250 square meters
Golf Courses	4 spaces per hole.
Tennis/badminton	4 spaces per court.
Parking for Disabled	In all parking areas for developments open to the public consisting of 3-19 spaces - at least 1 space; 20 spaces or more - a minimum of 5% of the total number of spaces.

PARKING AND LOADING REQUIREMENTS

SCHEDULE OF VEHICLE PARKING REQUIREMENTS WITHIN SITE BOUNDARIES

Type of Development	**Minimum Number of Vehicle Parking Spaces Required**
Shops, Storerooms, Stores, Markets, Hospital	1 for each building up to 930 square metres plus 1 for each 1860 square metres of floor area in excess of 930 square metres to a total of 3. One (1) for each 930 square metres thereafter.
Industrial Buildings, used for manufacture or storage	1 for each building up to 460 square metres plus 1 for each 930 square metres of floor area in excess of 460 square metres to a total of 3. One (1) for each 4600 square metres thereafter.

Note: The design layout and landscaping of parking areas shall be in accordance with Appendix 9 and Figures 2, 3 and 4.

FIFTH SCHEDULE CONT'D

APPENDIX 9

THE DESIGN OF PARKING FACILITIES

1. The condition governing the design of parking facilities (see figure 3 and 4) for enclosed and unenclosed parking is an unobstructed rectangular minimum space of 5.5m x 2.5 m. for each car, so, however, that -

   (a) where parking is parallel to the kerb, the length of the car parking space shall be increased to 6.7m;

   (b) where a vehicle can overhang the kerb by 0.6m and such overhanging does not seriously limit the use of a sidewalk or other access, the length of the parking space may be reduced to 4.88m;

   (c) where the use of one car parking space is limited on both sides by a wall or column, the unobstructed width (face to face of obstruction) of the parking space shall be 3.0m or if a door opens into the parking space on its long side, 3.36m;

   (d) where the use of one parking space is limited on one side by a wall or column, the unobstructed width (face to face of obstruction) of the parking space shall be 3.0m;

   (e) the minimum width of a parking aisle shall be 5.5m except where parking is provided at a lesser angle to the aisle than 60 degrees and access is one way only, in which case the following aisle width shall apply;

Angle of Parking	-	**Minimum Aisle Width**
30 degrees	-	3.36m.
45 degrees	-	3.97m.

2. In the case of parking garages with columns, care must be taken to ensure proper moving of vehicles and in no case should a column project into a minimum parking space aisle.

3. For parking garages, carports and parking areas, the maximum gradient and the maximum cross slope shall be 1 in 20.

4. In certain types of developments, developers will be required to provide loading and off-loading bays within the curtilage of the site.

5. Each bay shall have an unobstructed rectangular space 6.7m by 3.0m and reasonably vehicular access shall be provided to each bay.

6. The parking provision for disabled drivers should be as indicated in Figure 2.

FIFTH SCHEDULE CONT'D

APPENDIX 10

GUIDELINES FOR THE PROPER SITING AND DESIGN OF PETROL AND OIL FILLING STATIONS

1. Stations should be located at a minimum of 152.4m from any public institution such as schools, churches, public libraries, auditoriums, hospitals, public playgrounds, et cetera.

2. Area of land to be developed should be sufficient to allow manoeuvring of vehicles within its curtilage but should not be less than 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.

14. In a residential area a landscaped open area 3.0m wide shall be provided along the rear property boundary and 4.6m wide along the side property boundaries, and be separated from paved area by kerb or other barrier.

15. Where the site adjoins the side of, or rear boundary of a residential lot, a solid wall 3.0m. in height should be constructed and maintained along that lot boundary.

16. A raised kerb of at least 15cm. in height should be erected along street property lines except for driveway openings so as to prevent operation of vehicles on sidewalks, and to define entrance or exit points.

17. Signs should be in accordance with the advertisement Regulations and should be located so as not to reflect the sun into the face of motorists and should be large enough so that they can be seen from a reasonable distance at a reasonable speed.

18. Each tank shall be vented to the atmosphere outside of buildings by means of an independent vent pipe which should not be less than 3.65m. in height or 0.6m. above the top of the nearest adjacent building.

19. All volatile flammable liquid storage tanks shall be installed below ground.

20. Integral containers of adequate design and capacity should be provided for solid waste, such as discarded cans, bottles, etc.

21. Proper facilities for storage and disposal of used and waste oil and gas must be provided.

22. Waste water from the washing of motor vehicles et cetera and sewage disposal should be to the satisfaction of the Health Authorities.

23. Fuel should be stored in double walled container with leak spillage and over fill detection system to minimise leakage and prevent contamination of ground water and the material of the tank is to be coated to avoid corrosion.

24. A secondary containment should be in place to contain any spills or leakage and should have a volume of not less than a hundred and ten percent of the volume of the tank itself.

25. Normally no access to nor egress from a filling station shall be closer than 45.72m to any road intersection or sharp corner, or 76.2m from the intersection of two main roads.

26. Tank access chambers and filling points should be liquid tight to prevent accidental spillage from entering the ground around the installation.

27. The surface around the road tanker discharge area and around the vehicle filling points should be liquid tight, and the area drained to a petrol/oil separator to prevent product from entering off-site drainage systems.

FIFTH SCHEDULE CONT'D

APPENDIX 11

RESIDENTIAL DENSITY - STANDARDS AND CONTROLS

Requirements

Residential density is used as a control over the physical intensity and bulk of buildings and indirectly as a control on the number of people living on a particular site. Since the actual occupancy of unit of accommodation is a variable that is dependent upon such factors as tenure, size and mix of units of accommodation density is best expressed in terms of habitable rooms per hectare rather than persons per hectare.

While density is useful in assessing proposals, other requirements such as adequate amenity space, ground cover, floor area ratio, security, privacy and car parking spaces will be taken into consideration. The general appearance of the building, distance to adjacent development and established character of the area will also be considered.

In calculating density all the rooms in 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 except as indicated in Policy SP H

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.

Privacy and distance between buildings

Town House and apartment buildings require an area of privacy either for the outdoor use of the occupants of a particular unit or to provide privacy from passers-by. This area is known as the privacy zone. The remainder of the open area where no privacy zone is required maybe used for communal pedestrian purposes by the occupants of the project. The yard depth and privacy zone requirements may vary depending upon the form of housing and on the use of the rooms having principal windows overlooking the area.

Each dwelling unit in a horizontal multiple housing shall have one yard area which serves as a private outdoor living area for the occupants. This is normally associated with the living room, but to allow flexibility in design, the private outdoor living area may alternatively be located adjacent to a dining room, study lounge or a kitchen which is combined with one of the above uses.

A privacy zone should normally not be less than 4.5 metres deep. Outside a window of a habitable room the minimum distance to a wall or building should be 7.5 metres.

Minimum distance between two storey building front (or back) elevation is 10.5 metres with the condition of 20 metres distance to the next two storey building from its opposite back (or front)elevation.

An outdoor area adjacent to a non-habitable room shall have a minimum depth of 1.2 metres plus 0.6 metres for each storey above the storey or partial storey at ground level.

Minimum distance between building in excess of two storeys should be twice the height of the building measured on the side or front (or back) elevation to a maximum of 30 metres. The minimum distance between two end elevations of two apartment buildings should be 1.2 metres plus 0.3 metres for each storey additional to the storey or partial storey at ground level to a maximum of 3.5 metres. This is not applicable if the end elevation has the only window of a habitable room. If so the distance should be a minimum of 7.5 metres. Along either front or back elevations there should be a privacy zone of appropriate length.

For distance between buildings of different heights, the height of the highest one dictates the distance of parking from habitable room windows.

AMENITIES

(i) Single Family Detached Development

In housing developments, space such as parks, playgrounds and sports fields are needed as part of the public areas. To ensure that this need is satisfied, in all new residential area in excess of 10 lots usable lands must be reserved for the above community non-residential needs at the minimum rate of one hectare to everyone hundred (100) dwelling units. Such land should be landscaped initially and otherwise be developed.

The land reserved for public use should not be pieces left over as unsuitable for development of houses. It is important that the land is on usable ground and also that it is properly located within the neighbourhood so that it can be conveniently used for the required public purpose.

Consideration should also be given to the provision of large open spaces rather than several small ones.

(ii) Multi-Family Development (Apartments and Town Houses)

Space must be set aside for recreational and landscaping purposes different from the land reserved for the building, car parking, driveway areas, foot paths accessory building and ancillary uses where required. This referred to as the amenity area will normally be a portion of the total site, but may also include swimming pools, communal lounges and other areas within the site which, in the judgement of the planning authorities, can be used for general recreational purposes.

The minimum common "amenity area" for each unit should be provided as follows:

-Studio Unit 15 square metres
-One-Bedroom Unit 30 square metres
-Two or more Bedroom Unit 60 square metres

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 CONT'D

APPENDIX 12

INFORMATION TO BE SUPPLIED WITH SUBDIVISION APPLICATION

SCHEME PLAN

Every Scheme plan prepared for the purpose of a subdivision shall show –

a) the whole of the land being subdivided.

b) the type of development and the several allotments and their areas, dimensions, and numbers in sequence.

c) the proposed phasing and seeding if any.

d) contour lines with respect to residential subdivision especially where the terrain is most uneven and difficult.

e) surface water drainage details.

f) scale to which the plan is drawn

g) existing roads, reserves, access way and service lanes.

h) the layout of the proposed roads and their approximate grades, the proposed reserves, access ways and service lanes.

i) all those lands which are either affected by existing easements or to be affected by easements which are created.

j) the nature of all easements whether existing or to be created.

k) the relationship of the proposed scheme with adjacent land or development whether or not under the control of the applicant or owner.

l) such information as suffices to identify any particular road such as names, letters, or numbers.

m) such other particulars as may be required in writing by the local planning authority.

LOCATION PLAN

A location plan is to accompany each scheme plan showing the position of the subdivision in such a manner as to facilitate mapping and location on ground. Such a plan should:

a) show the nearest places of importance to and from which any road leads;

b) show definable and easily recognizable marks on earth together with necessary data such as distance from nearest mile post;

FIFTH SCHEDULE CONT'D

APPENDIX 13

SUBDIVISION ASSESSMENT CRITERIA

The planning authority will take into consideration the following criteria in assessing subdivision applications;

a) whether or not closer subdivision or settlement of the land shown on the scheme plan is in the public interest, or the land for any other reason whatsoever is suitable for subdivision or it is premature having regard to the provision of essential engineering and social services;

b) if adequate provision has been made for the drainage of any allotment or the disposal of sewage there from;

c) if the subdivision would interfere with or render more difficult or costly the carrying out of any public work or scheme of development which is proposed or contemplated by the Government of Jamaica or any local authority;

d) if the proposed subdivision conforms to recognized principles of town planning;

e) if there is adequate information given concerning the proposed co-ordination with adjacent land and its development and services;

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 CONT'D

APPENDIX 14

GENERAL DEVELOPMENT STANDARDS FOR TELECOMMUNICATION NETWORK

1. STANDARDS

Size of site for base station for free standing structure.

i No base station shall be less than 400 square meters (1312.3 square ft.) for self-support towers.

Setback for free standing structure

ii. The foremost part of each Mast/Tower shall be a minimum distance of 6.1 meters (20 feet) from the physical barrier.

Exclusion Zone

iii Exclusion zones shall be determined and defined by acceptable physical barriers and appropriate grating. Zones shall be a minimum of 20m by 20m (65.6 ft by 65.6ft) in size and the physical barrier shall be a minimum of 3 meters (9.8ft) in height within the curtilage of the site.

Height of tower

iv. The minimum height of self-support towers/masts shall not exceed 45.72 meters (150ft) within urban areas.

v. All masts/towers over 30 meters (98.4ft) must comply with the stipulation of the Civil Aviation Authority and Spectrum Management Authority. For rooftop structures, the height of the building must constitute a part of the measurement.

Signage

vi. Readily identifiable signage warning the public to "Keep Out", who the operator/s of the site are, their emergency contact numbers shall be posted at a conspicuous position at the site.

Parking and Access to site

vii. Sites must be adequately sized to accommodate the manoeuvring and parking of not less than two service vehicles. Access way shall be a minimum of 4.6m (15ft) with parking bays being 5.5 by 2.4m (18 feet by 18 feet).

Emissions

viii. Emissions from any apparatus associated with a base station shall conform to Natural Resources Conservation Authority (Industrial Air Quality) Regulation 2004.

2. INFORMATION ACCOMPANYING APPLICATION

A. Consultation Information

i. Result of consultation conducted by operators shall be submitted along with the application as an accompanying statement.

ii. The nature of the consultation undertaken for example, community meetings, serving of Notices in the press etc.

iii. The time, date and place where the consultation was held must be stated.

iv. List of consultees.

B. Site/Location

i. Coordinates to specify site location shall be provided at projection WGS 84 JAD2001.

FIFTH SCHEDULE CONT'D

APPENDIX 15

GUIDELINES FOR HOTEL DEVELOPMENT

Density

The density for hotel development will be calculated on the basis of the number of guest rooms or habitable rooms per hectare. A guest room is a hotel bedroom together with bathroom and all the ancillary accommodation normally necessary in a resort hotel.

Dwelling houses or resort apartments will be based upon the number of habitable rooms per hectare (see definition).

Factors that will be considered in determining the density of a development are:-

- The availability of utilities such as water, sewerage facilities, etcetera
- The availability of good transportation links such as roads.
- The amount of beach frontage available.
- Whether or not it is prime inland site.
- The total area of the site.

Densities for dwelling houses or resort apartments will range from a low of 37.5 habitable rooms per hectare to a high of 75 habitable rooms per hectare along the coastal areas depending on the level of infrastructure available, and a maximum of 75habitable rooms per hectare inland. The ground cover will range from 15 per cent maximum and the plot ratio 20 per cent.

The density of hotels will range from 18.5 guest rooms per hectare (7.5hra) in environmental sensitive coastal areas to a maximum of 37.5 guest rooms per hectare (15hra) in other coastal and inland areas, depending on the level of infrastructure available.

The ground cover will be 15 per cent maximum and the plot ratio 15 per cent maximum for densities at 18.5 guest rooms per hectare and 20 per cent for both at 37.5 guest rooms per hectare.

Where the proposal is part of another development such as a golf course the density will be calculated over the area that the buildings occupy rather than the total site area.

Access

Access points to hotels should be located so as to minimize turning movements across traffic. Where possible they should be located on service roads where the volume of traffic is less.

FIFTH SCHEDULE CONT'D

APPENDIX 16

ADVERTISEMENT GUIDELINES

The display of advertisements, whether illuminated or not, can have a considerable impact on visual amenities. This is evident along main roads especially in rural areas and on buildings and open spaces in urban areas. The local planning authority will therefore pay particular attention to the siting of advertisements to ensure that the character of the country side, individual buildings and streets are not adversely affected.
Signs will be controlled in accordance with the Control of Advertisements Regulations 1978.

Applications will be considered in respect of the amenity and public safety and the following guidelines which have been adapted from the Lambeth Draft Unitary Development Plan (1992) will apply:

A General Considerations
1. Regard will be paid to the general characteristics of the locality- existing advertisements in the locality will be disregarded in assessing its general characteristics.
2. Advertisements should respect the scale of the buildings or sites in which they are displayed, together with the surroundings.
3. Displays at high levels will normally be resisted, particularly where they affect long range visibility.
4. Advertisements will be considered in respect of public safety.
5. The painting of walls as advertising space will not be allowed rather, the use of free standing boards will be encouraged where possible.

B Residential Areas
1. Advertising is generally out of place in any predominantly residential locality and will normally not be allowed.

C Commercial Areas
1. All displays must be in scale with the particular building on which they are located and must not conceal any architectural features.
2. A display must not be unduly dominant and the most important criterion will be the overall visual effect upon the entirety of the building and its surroundings.
3. Advertisements must be properly organized and clutter will be resisted.

D Declared Buildings and Structures
1. Special consideration will be given to advertisements on or adjoining buildings of architectural or historic interest.
2. Internally illuminated box signs will normally be resisted

Height

Accommodation located on the beach will not be allowed to exceed three stories in height plus pitched roof if desired subject to a ridge height of 12m (40 ft) above mean sea level. However, in areas where the hotel is to be located on parcels of land exceeding 4.0 hectares in area higher buildings may be allowed. This will depend on the character and design of the building in relationship to the surrounding areas and other material consideration. Only low rise resort development will be encouraged along the undeveloped coastal areas outside of the built up areas.

Setbacks

Setback from the high water mark should be in conformity with the guidelines in figure 5 as the terrain and other conditions along the coast differ. No building should be located within 12 metres of a road boundary and side boundaries should be a minimum of 3.7m for buildings up to three floors. An additional 1.5m is to be added for each extra floor in excess of three floors. This could vary depending on the size and location of the site, the character of the surrounding area and the height of the building.

Parking

This should be on site and conform to the requirements set out in the parking standards in terms of requirements, design and landscaping.

Site Planning Considerations

Development must satisfy the requirements for ground (or plot) cover, plot (or floor) ratio, building height and habitable rooms or guest rooms per hectare whichever is relevant.

The standard for guest rooms per hectare is based on normal space standards for central and ancillary facilities in resort hotels. Where these fall below the normal, adjustments will be made by the planning authorities in the number of guest rooms so that it is in conformity with allowable densities in the area.

The local planning authority may exercise control over issues other than density such as the provision of parking and aesthetic concerns in the processing of applications.

In urban areas hotels should have a minimum lot area of 0.4 hectare of land for fifty (50) rooms, however, outside of urban areas the requirement is expected to be higher.

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.

H Hoardings and Poster Boards

Advertisement hoardings either free-standing or attached to buildings are generally considered to be unacceptable as permanent features of the street scene, as they detract from the townscape. They will normally be resisted unless they can be advantageously used to screen unsightly building sites on a temporary basis pending development.

I Blinds and Awnings

1. In conservation areas, permission will only be granted for retractable blinds which have no adverse impact on the street scene.
2. On listed buildings, blinds will only be permitted where they do not adversely affect the architectural or historic interest of the building.
3. Blinds above the first floor sill level will only be permitted in exceptional circumstances.
4. Where blinds are unsuitably designed, mounted or located, the local planning authority will take appropriate action to remove them.
5. Very bright fluorescent, glossy or metallic finish blinds will not be permitted on listed buildings and in conservation areas.

Source: - Lambeth Environmental Services, 1992. Draft Unitary Development Plan, Courtney House, London.

FIFTH SCHEDULE CONT'D

APPENDIX 17

AGRICULTURAL LAND USE CLASSIFICATION SYSTEM

For agricultural purposes land is classified into the following categories related to agricultural use.

Class I
This is land which is level with deep fertile soil and no factors limiting its use for agriculture.

Class II
Land which is suitable for cultivation with moderate limitations such as slope, inter-fill soils or poor drainage

Class III
Land suitable for cultivation with strong limitations by one or more of the following factors:

- Steepness or slope
- Infertile soils
- Poor drainage

Class IV
Land that is of marginal use for cultivation due to one or more of the factors listed above

Class V
This is land that is not suitable for cultivation due to adverse soil factors. It is usually steep land that should be used for forestry or fruit trees.

The classification system is of a general nature and in some instances may not be specific enough for detailed planning. Note should also be made of the fact that a classification could be improved by removing one or more limiting factor(s).
Care should therefore be taken in the interpretation of agricultural land use and when in doubt, reference should be made to the Ministry of Agriculture.

FIFTH SCHEDULE CONT'D

APPENDIX 18

MINIMUM LOT SIZES FOR SINGLE FAMILY RESIDENTIAL DEVELOPMENT

The minimum lot areas for detach, duplex or semi-detach dwelling with ground level access shall subject to satisfactory arrangements for the disposal of sewage and general amenities be as follows:

a) Detach House

i. Regional Centres
- Minimum of 325.15m^2 for internal lots
- Minimum of 418 m^2 for corner lots.

ii. Sub Regional Centre
- Minimum of 371.6 m^2 for internal lots
- Minimum of 464.5 m^2 for corner lots

iii. Rural Towns
- Minimum of 4645m^2 for internal lots
- Minimum of 557.4m^2 for corner lots

iv. Rural Areas (Lots outside the above)
- A minimum of 1011.75 m^2

b) Semi -detached or duplex house (for each half) falling under (i) and (ii) above minimum of 278.7m^2 for internal lots minimum of 371.6m^2 for corner lots.

c) The minimum size of lots may be reduced for housing schemes where the layout indicates that this can be done and the required amenities and utility services are available to satisfactorily support the level of development proposed.

d) The minimum lot width for detach housing in all areas should be minimum of 12.19m and 10.7 m for each half of a semi detach house.

e) Generally the ratio of lot width to length should not exceed 2 to 5, that is, the width of the lot should not be less than 40% of the length.

MINIMUM LOT SIZES FOR TOWN HOUSE AND APARTMENT DEVELOPMENT

In most areas where this type of development is allowed the minimum lot size is 0.2 hectares (1/2 acre) depending on the physical character of the area.

FIFTH SCHEDULE CONT'D

APPENDIX 19

GENERAL CONSIDERATIONS FOR THE SETBACK OF SELECTED BUILDINGS

The following guidelines are suggested for the minimum set back of selected buildings from property boundaries or existing building unless otherwise indicated in the Order.

a) Residential Development

i. Single Family detached and duplex houses.

-side yard where provided should not be less than 1.2m per floor for single and multi-storey buildings.

- Rear yards should not be less than 1/3 the height of the building or 3m whichever is greater. -Front yard should be a minimum of 6m.

ii. Multifamily Development (Apartments and Town Houses) under normal circumstances the setback for apartments is as follows:

-side yards should be 1.5m per floor from property boundary.

- A minimum of 14.9m from the rear or 2/3 the height of the building, whichever is greater is recommended.

b) Apartments are guided by different densities depending on the area in which they are located. The densities control the heights of the buildings and eventually the setbacks. In all situations the setback from the roadway will be guided by the height and width of the road and should not be less than 21.0m from the road centre line. For the other guidelines please see Appendix 11 and Figure 1.

c) Commercial and office developments – In addition to the guidelines provided below for commercial and office development refer to policies GD 44 to GD 50 and figure 1 in this order.

d) Institutional – there are several institutional buildings such as churches, schools etc. Existing in the Order Area and the possibility is that more will be established in the near future. Setbacks for the schools and churches should be

-1.5m from the side property boundary per floor

- 3m from the rear property boundary

- 6m from the front property boundary

- all measurements should be taken from the face of the building to the property boundary unless otherwise specified.

- the height of the buildings should not exceed two (2) floors from ground level for single family detached and duplex building. Basement may be located below ground level depending on the contour of the land.

- the setbacks from any lot line may be increased by the planning authority in order to protect the privacy and visual amenities.

- Site coverage should not exceed fifty percent (50%). Refer to Appendix 11 and Figure 1 for guidelines for other uses.

FIFTH SCHEDULE CONT'D

APPENDIX 20

HILLSIDE DEVELOPMENT GUIDELINES

RESIDENTIAL DENSITIES AND LOT SIZES

1) In calculating densities only areas that are developable will be included. Scarp slopes, steep sided gullies, unstable hillsides, cliff faces, steep slopes exceeding 30 degrees will not be considered.

2) In general, the developable area on a hill side site shall be contiguous (boundaries are in contact and not scattered throughout the site). If the site is to be used for multi-family the size of the lot should be a minimum of 0.8 hectares (2 acres).

3) Areas that are within the developable zone, but falls outside the contiguous developable area shall be included as part of the total developable area only if that portion of the site is accessible and of a minimum size of 0.2 hectares (0.5 acre) for single family development and 0.8 hectares (2 acres) for multi-family development.

4) Where the hillside is to be used for development and straddles all slope gradient categories, the average slope shall be used to determine residential zoning density.

5) In order to determine zoning density, the slope category within the developable portion of the land will be used as the guideline for residential densities. Tables 8.1 through to 8.3, of the hillside development manual for Jamaica prepared and published by the Mines and Geology Division provides recommended guidelines in this regard and should be consulted.

6) Slopes in excess of 30 degrees or unstable or active slopes on which development is proposed shall not be considered or used for residential purposes.

7) Ecological formations which are normally problematic for construction e.g. shales, colluvial soils and some non-limestone rock slopes shall be included from class 3 slopes (steeply sloping). These may be reviewed on a case by case basis.

8) Subdivision roads with circular/rectangular cul-de-sacs shall have minimum lot frontages of 8 metres for class 1, slope, 10 metres for class 2 slope and 14 metres for class 3 slopes provided that the back boundary is at least 3.5 times the length of the frontage (see fig 8.2 in the Hillside Development Manual for Jamaica).

SLOPE STEEPNESS

1) Development will be permitted on slopes up to 30 degrees (58% slope) and may be allowed in areas above under extraordinary circumstances subject to special conditions e.g. non-residential type development such as cellular towers.

2) Areas with the potential for landslides, erosion and debris flood with slope gradient in excess of 26 degrees(50% or 1:2 slope)should have extraordinary provisions that would allow developments to proceed with minimal disturbance.

3) Where vehicular access to a hillside property becomes problematic due to steep slope or deep, vertical cuts (75m) from main access road, developments may not be permitted if access cannot be provided or it is clearly demonstrated that this can occur without great difficulty.

DEVELOPMENT ON COLLUVIUM SLOPES

1. Colluvial slopes should be avoided for large scale development as they are highly unstable and prone to landslide and erosion and approval will only be given where it is proven that such development can proceed without having any negative impacts.

2. Deep foundation should be used for building structures on colluvial soils, unless it can otherwise be demonstrated that an alternative suitable foundation design is acceptable to the authority.

3. Excavated soils on these slopes should not be used as fill for load bearing purposes, but be used only for landscaping or other non-load bearing purposes.

DEVELOPMENT IN LIMESTONE KARST

1. Where sink holes and depressions are being used for storm water discharge they should be prevented from blockage using trash rack or other devices where possible.

2. During site preparation for development sinkholes, depression or cavities should not be covered or buried but left open. A professional assessment should be made of these cavities.

3. No development shall take place above, or in close proximity to caves or caverns unless the safety of the development can be ensured.

4. Where possible runoff from roofs and impervious areas on site should be captured and dispersed to adjacent designated areas (vegetation buffers, sinkholes, depression, soak away etc. where it will not negatively affect other activities.

5. Detention areas such as catch basins, soak away pits or other flood control devices to reduce peak flow, shall be constructed on hillside areas to reduce storm water run-off which, where possible, can be conveyed to landscaped on-site or off-site areas.

VISUAL IMPACT

1) Developments should not be designed to dominate the hillside but to blend with the natural features and achieve harmony between natural and built environment, such as vegetation, wildlife habitat etc.

2) Natural features should be conserved and buildings sited so as to allow screening to minimize intrusiveness of the development.

3) Buildings should be designed to conform to the natural topography and characters of the site in order to reduce bulk and mass.

4) Architectural styles that are viewed as massive and bulky should be avoided and the stepping of foundations and roofs with the natural slope will be encouraged.

Note: The above information is extracted from the Hillside Development Manual for Jamaica prepared by the Mines and Geology Division, Hope Gardens, Kingston 6 and which should be consulted for more detailed information and guidelines relating to hillside development. The Mines and Geology Division should also be consulted in the preparation of any development application relative to this activity.

FIFTH SCHEDULE CONT'D

APPENDIX 21

COMMUNITY PLANNING

As a standard of the requirement for community facilities in neighborhoods of different sizes the following facilities shall be provided:

Development of 200 to 600 dwelling units

- Shops e.g. grocery, pharmacy etc.
- A primary school including basic school (unless existing in immediate vicinity)
- Communal areas (including parking, sidewalks, commercial space, park and play areas)

Development of 601 to 1000 dwelling units

- A primary school, basic school/day care centre
- Commercial areas of 10 square metre per family including covered and open areas, parking, petrol station etc.
- Communal areas including parking spaces, access roads, sidewalks, park and play area

Development of 1001 to 3000 dwelling units

- Adequate educational facilities for the anticipated school age population
- Space for commercial, cultural and social activities at the rate of approximately 10 square metres per family
- A small administrative centre e.g. government office
- Communal areas including parks, playgrounds, parking spaces, sidewalk etc.
- A church
- A sport field

FIFTH SCHEDULE CONT'D

APPENDIX 22

GUIDELINES AND STANDARDS FOR THE ESTABLISHMENT OF LIQUID NATURAL GAS (LNG) REGASIFICATION TERMINAL FACILITIES

Regasification of Liquid Natural Gas (LNG) is a system that allows the reconversion of the fuel into gaseous phase, thereby enabling its supply to various consumption points such as houses, towns, factories, large industrial areas and other end users. The LNG is received at the Regasification Terminal where the process takes place and where it is common for these facilities to have storage tanks.

The introduction of industrial scale natural gas for fuelling power plants in Jamaica will therefore require the construction of Natural Gas/Liquefied Natural Gas specific handling; storage and distribution infrastructure in the island. An LNG satellite plant is one of the most common components used to facilitate the use of Natural Gas by new consumers. The development must guarantee the stability, safety and permanence in the supply of natural gas. In addition, the development of the natural gas sector must be designed and operated to comply with Jamaica's environmental policies, legislations, regulations and standards. It will be necessary to develop a regulatory framework in order to meet the minimum environmental health, safety and quality standards to receive, store and supply fuel.

1. GUIDELINES

i. The natural gas flows from the plant to the consumers in the gaseous phase by pipelines. The routing of such pipeline must be clearly identified by the installation of signs on the ground. Concrete or metallic posts with an identification plate must be installed in compliance with the following requirements:
   - Each post must be distinctively visible from their immediate neighbour
   - The maximum distance between each post must be 200 meters

ii. The depth of the trench where the gas pipeline is to be buried must be more than 0.8metres from the top of the soil to the upper side of the pipe. When the pipeline crosses any other underground infrastructure, the depth must be increased to at least 1.4 meters. In case of rocky terrain these figures could be reduced in 10cm to decrease the cost of excavation.

iii. The pipe must be laid on a sand bed and covered also with sand to avoid damages in the burial process. The rest of the trench may be back filled with the excavated material if this is soft and without sharp edges instead of sand.

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 centre, warehouse and other auxiliary buildings are necessary in the construction and operation of a Storage and Regasification Terminal and the erection of these must conform to the Planning and Building Laws of Jamaica.

iv. Provisions must be made for the effective management of waste generated during the operations and maintenance of the facility. It will be necessary for the segregation of different types of waste such as waste oils and oily rags used during maintenance.

v. Aesthetic impacts must be assessed with considerations given to the efficient use of land and the aesthetic impact on the surroundings being taken into account.

vi. All LNG storage tanks must be equipped with some form of secondary containment with the height and thickness necessary to ensure that all leaks or spills are effectively contained. This may take the form of impoundment or bounded areas which must be separated from the tank by at least 1.5 meters to permit access of a person. The impounding area of every tank must be constructed with a volume that is equal to that of the tank. The distance between two walls must be at least 4 meters to allow vehicular traffic.

vii. The plant must be located in an isolated area. Safe distances from other facilities and set back limits must be taken into account in the design of the facility to avoid transmitting accidental fires to other equipment. It will also be necessary to maintain distances between equipment and property lines to respect the requirements of restricted covenants imposed on the land and adjacent to the lands.

2. STANDARDS

These are intended to ensure that the plant is functionally and aesthetically compatible with adjacent users.

ACCESS

i. Site access must be exclusive for the installation from the nearest road and must be designed for tanker trucks with a length in excess of 15 meters.

ii. Site access must permit the movement and circulation of two trucks *simultaneously* and space must be available for manoeuvering and positioning the trucks to connect to the tanks.

iii. A metal fence or building walls must be installed around the plant to restrict the access of non-authorized persons. Access should only be through a secured gate entrance with permission being required from a control centre to open the gate and all entrances and exits being recorded.

PARKING

i. A parking area for other vehicles must be constructed in an area that does not disturb the operations of the cistern trucks, and, be made available for staff and visitors and be in accordance with the standards set out in this Order.

ii. The parking area must not disturb pedestrian and vehicular traffic entering and exiting the plant.

SETBACKS

i. The minimum safety distances from tanks to property lines will be 0.7 times the container diameter, but not less than 30 meters.

ii. No overhead or underground facility or public service infrastructure must cross the LNG Plant.

INSTALLATION

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.

i. 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.

ii. For LNG storage capacity greater than 450 m^3, 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 liter/min/m2 in case of fire.

iii. An odorisation system must be installed to odorize the natural gas before it leaves the plant.

iv. 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 prosed development.

ii. The design must include a landscaped open area, 3 meters wide along the property boundary.

iii. Landscaping including trees or shrub planting and suitable screening surrounding the plant may be required to integrate the facility into the local environment.

DRAINAGE

i. Rain Water in the impoundment areas must be extracted by pumps or holes in the wall which must be closed immediately after the water is removed.

ii. Hazardous waste must be confined and managed in compliance with the facility's approved Risk Prevention Plan and the storage areas must not be directly or indirectly connected to the public drainage systems.

iii. Waste water from the washing of equipment and sewage disposal, must meet NEPA's and the health authorities guidelines and standards for sewage and effluent discharge.

3. SITE PLANNING CONSIDERATONS

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 CONT'D

APPENDIX 23 - FIGURES

FIGURE 1 - DENSITY, HEIGHT AND LOT COVERAGE FOR MAJOR LAND USES

Major Use which is Specified	Maximum Permissible Floor Area Ratio	Maximum Plot coverage (% of net area)	Maximum Permissible Height (No. of stories above frontage)	Maximum Green Spaces Required within Net Plot Area (%)
RESIDENTIAL (Maximum Habitable Rooms per Hectare)				
Single Family Residential	0.50	50	To be determined by Planning Authority	45
3-75 habitable rooms per ha.	0.33	33 1/3	2	33 1/3
76-125 habitable rooms per ha.	0.50	33 1/3	4	33 1/3
126-250 habitable rooms per ha.	0.66	33 1/3	6	33 1/3
251-375 habitable rooms per ha.	1.00	33 1/3	10	33 1/3
COMMERCIAL				
General Commercial in Business Centres	1.00	50	2	20
OFFICE				
Office in Business Centres	2.00	50	10	20
Office in Other Areas	0.50 or as indicated in the policy Guidelines for the area	33 1/3	2	33 1/3

Industrial	**0.50**	**33 1/3**	**2**	**33 1/3**
Institutional	**0.66**	**33 1/3**	**3**	**50**

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.

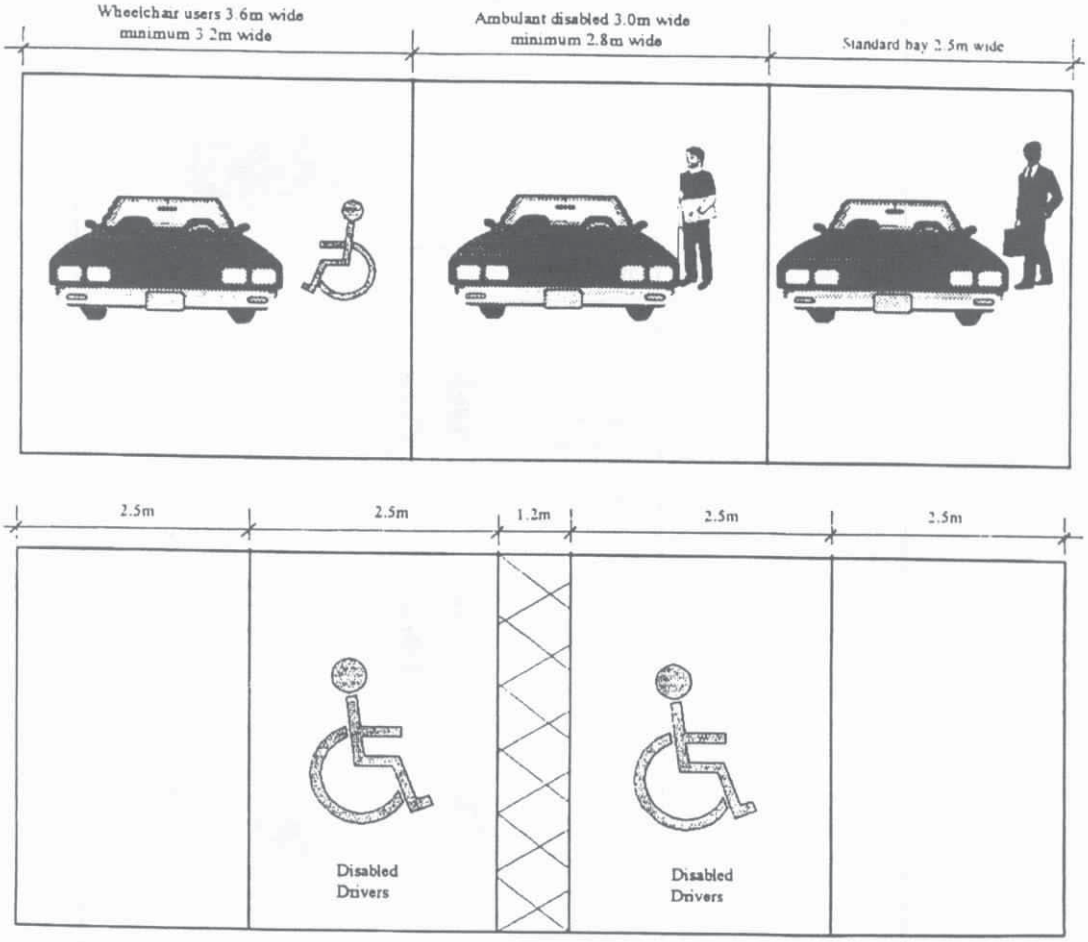
2. It is not necessary that all the developments should meet the proposed floor area ratio level indicated as this is a maximum and not a minimum.

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.

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".

FIGURE 2 - PARKING FOR DISABLED

FIGURE 3 - PARKING LAYOUT

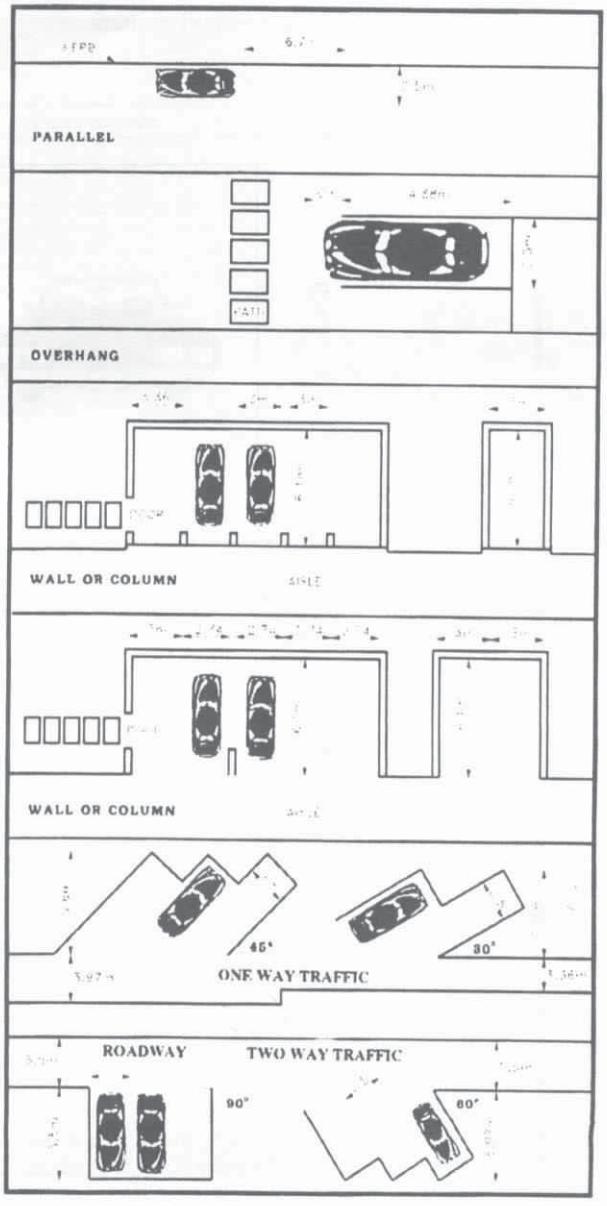
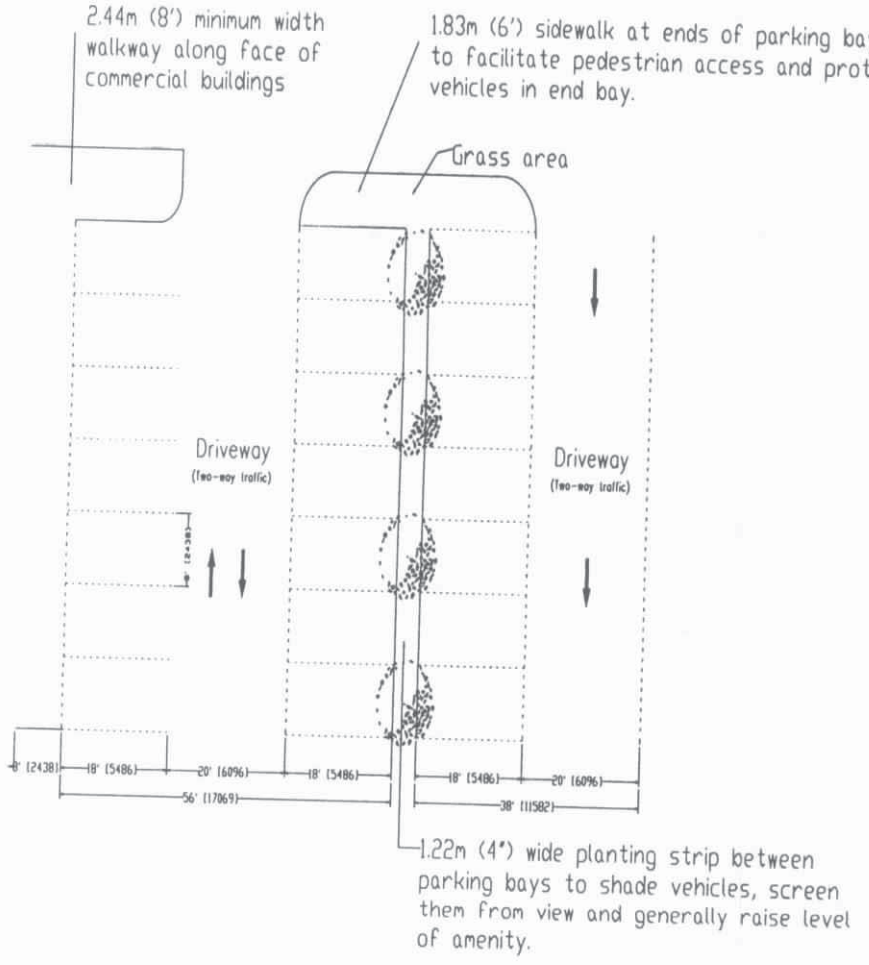


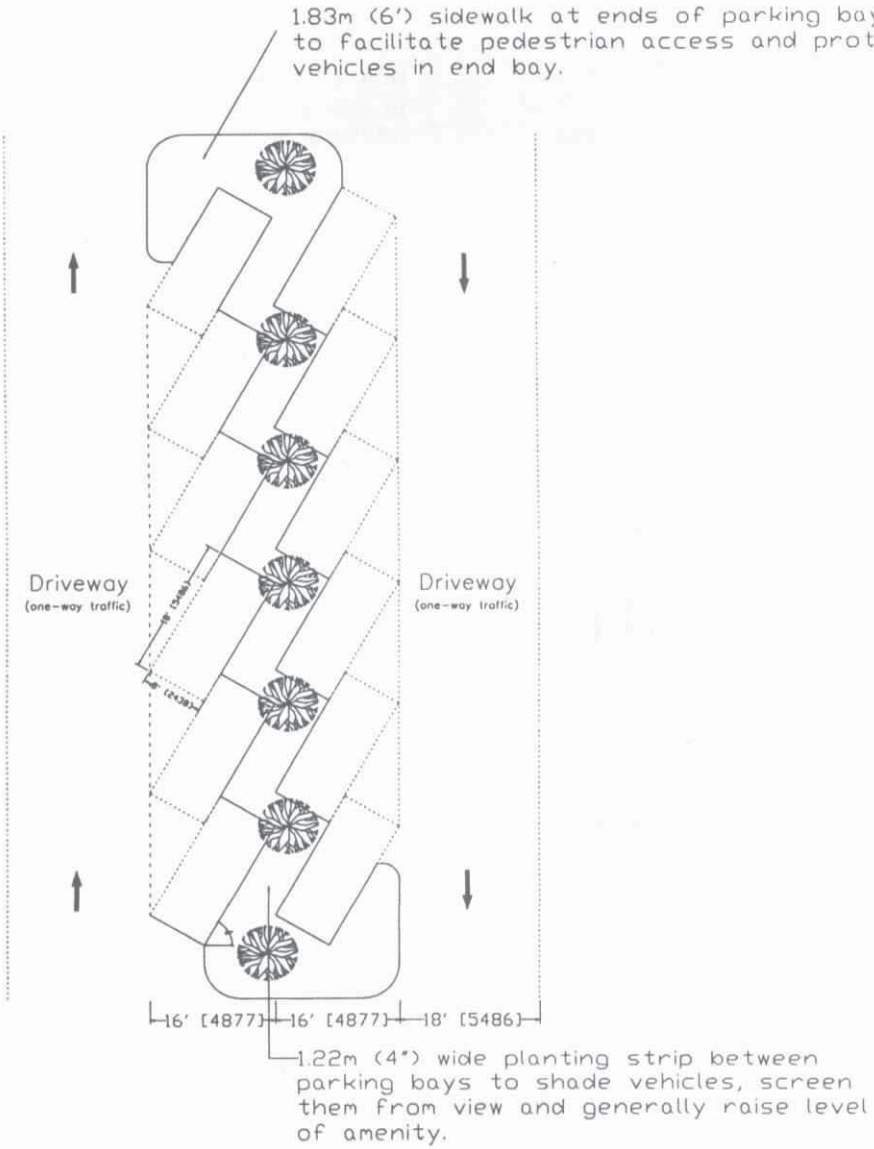
FIGURE 4 - PARKING STANDARDS

90 degrees – Angled parking design
Showing Landscaping



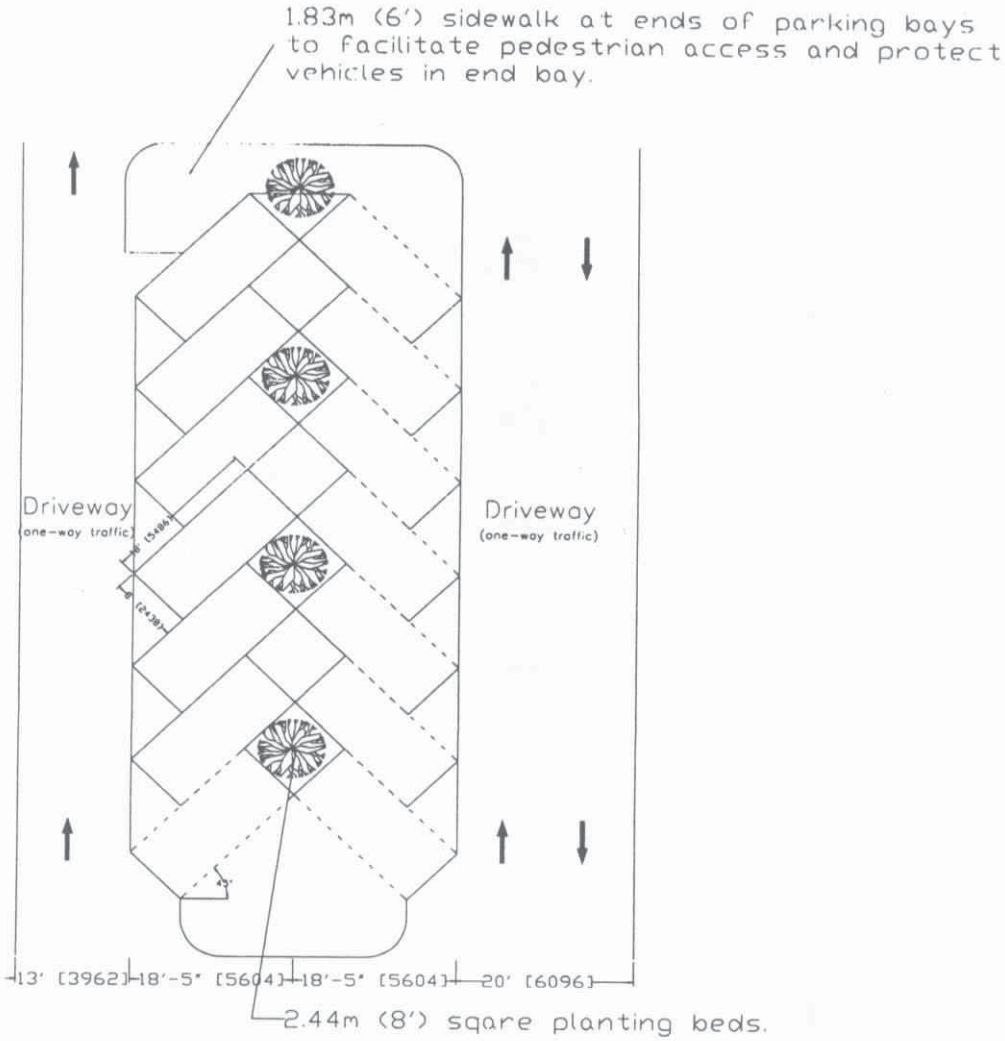
Parking Standards

60 degrees – Angled parking design (double bay)
Showing Landscaping



Parking Standards

45 degrees – Angled parking design (double bay) Showing Landscaping



Parking Standards

30 degrees – Angled parking design (double bay) Showing Landscaping

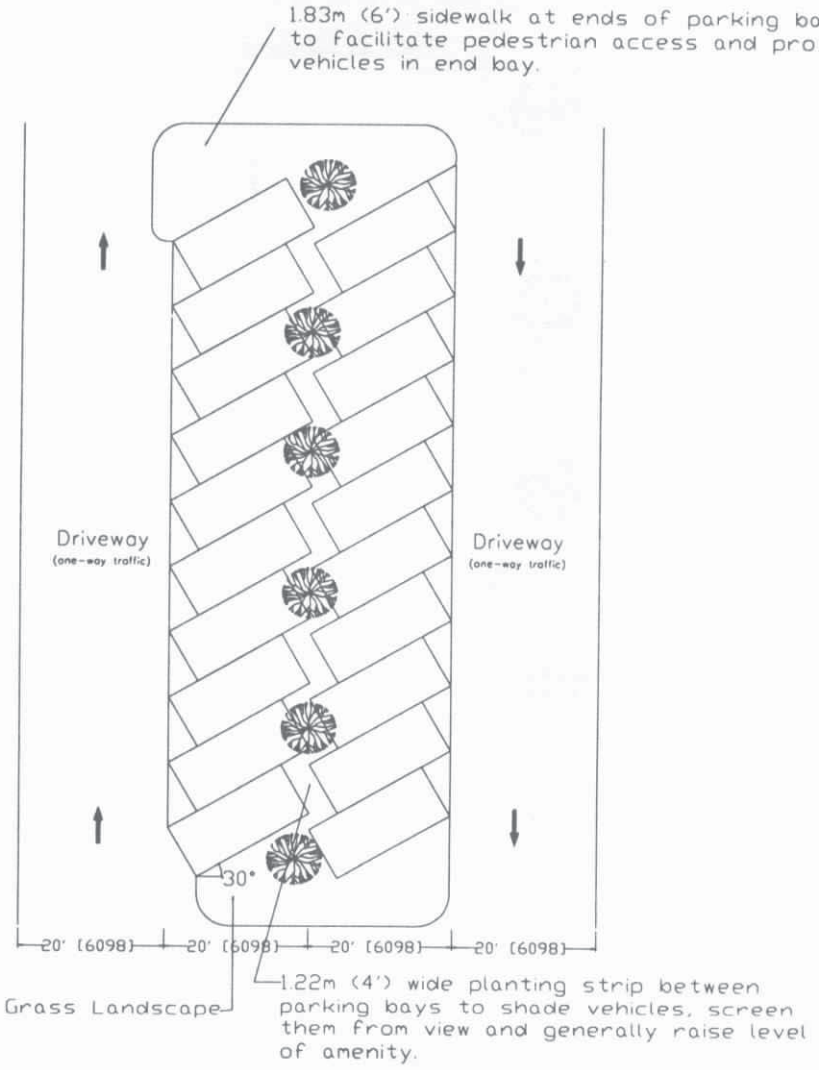
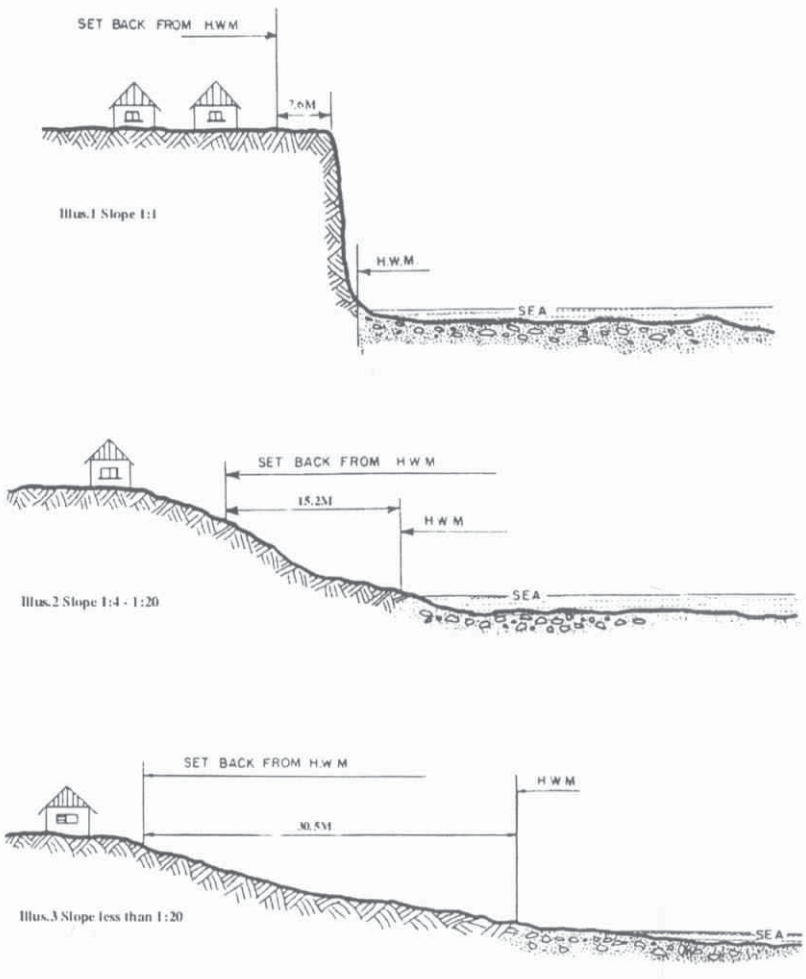


FIGURE 5 - SETBACKS FROM HIGH WATERMARK



NOTE: SETBACKS ARE SUBJECT TO NATURE OF SUBSTRATA, OCEANOGRAPHIC CONDITIONS, PLANS FOR SEASIDE PARKS ETC.

FIFTH SCHEDULE CONT'D

APPENDIX 24 - LIST OF ABBREVIATIONS

C	Conservation of the Natural and Built Environment
CA	Control of Advertisements
CD	Coastal Development Policies
E	Energy Generation and Conservation
GD	General Development Policies
H	Housing
JUTC	Jamaica Urban Transit Company Limited
LAP	Local Area Plan
LPA	Local Planning Area
M	Minerals
Obj.	Objectives
PFS	Petrol Filling Station
PIOJ	Planning Institute of Jamaica
PN	Portmore North
PS	Portmore South
RAP	Rural Area Policies
SUE	Sub-urban Economy
SA	Social Amenities
SP	Sectoral Policies
STATIN	Statistical Institute of Jamaica
TELE.	Telecommunication
TO	Tourism
T	Transportation and Traffic
UC	Undeveloped Coast
UE	Urban Economy
WS	Water Supply
WT	Waste Treatment and Disposal

ACKNOWLEDGEMENTS

The information and data used for the preparation of this Order was derived from:

(a) The Vision 2030 Jamaica Development Plan

(b) The Development and Investment Manual 2007

(c) The Master Plan for Sustainable Tourism Development 2000

(d) A National Housing Policy and Implementation Plan for Jamaica (2nd draft February 2010)

(e) Jamaica's National Energy Policy 2009–2030

(f) The National Minerals Policy 2010–2030

(g) The National Energy from Waste Policy 2010–2030

(h) Jamaica Water Sector Policy Paper 1999

(i) Saint Catherine Water Supply Plan— Draft October 12, 2011

(j) Hillside Development Manual for Jamaica – July 2014

(k) Energy Efficiency in Jamaica – Report from Global Energy Workshop, United States Energy Association (USEA) and United States Agency for International Development (USAID) – March 6 – 13, 2010

(l) Wikipedia, the free encyclopedia

(m) Alan G. Fincham; Jamaica Underground, the caves sinkholes and underground rivers of the Island

(n) The Jamaica Caves Organization (JCO) (http://
http://www.jamaicancaves.org/main.htm)

(o) Economic and Social Survey of Jamaica and various other Publications

The Town and Country Planning Authority would like to thank the many persons, Organizations, Institutions, Departments and Ministries for their input to this Development Order. Although it is not possible to recognize all contributions special mention is made of the following:—

(1) The Citizens, Community Based Organisations and Stakeholders in Portmore Development Order Area

(2) The Portmore Municipal Corporation;

(3) The St. Catherine Municipal Corporation;

(4) Office of the Prime Minister; Development Planning Unit;

(5) Ministry of Water, Land, Environment and Climate Change;

(6) Ministry of Agriculture and Fisheries;

(7) Ministry of Science, Technology, Energy and Mining;

(8) Ministry of Health;
(9) Ministry of Tourism and Entertainment;
(10) Ministry of Labour and Social Security;
(11) Ministry of Local Government and Community Development;
(12) The Jamaica National Heritage Trust;
(13) The National Environment and Planning Agency;
(14) The National Housing Development Corporation;
(15) The National Housing Trust;
(16) The National Irrigation Commission;
(17) The National Land Agency;
(18) The National Water Commission;
(19) The National Works Agency;
(20) The Mines and Geology Division;
(21) The Office of Disaster Preparedness and Emergency Management;
(22) The National Solid Waste Management Authority;
(23) The Planning Institute of Jamaica;
(24) The Port Authority of Jamaica;
(25) The Social Development Commission;
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(29) The Urban Development Corporation;
(30) The Water Resources Authority;
(31) Ministry of Transport, Works and Housing;
(32) The Jamaica Printing Services Ltd.

Dated at 10 Caledonia Avenue, Kingston 5, this 31st day of December, 2018.

FIFTH SCHEDULE CONT'D

APPENDIX 25 – LAND USE PROPOSAL MAPS

Map 1	*Portmore Development Order Area Map*
Inset No.1	*Portmore North Local Planning Area*
Inset No.1.1	Gregory Park Area
Inset No.1.2	Waterford Area
Inset No.1.3	Edgewater Area
Inset No.1.4	Independence City Area
Inset No.1.5	Westchester Area
Inset No.1.6	Southboro Area
Inset No.1.7	Bridgeport Area
Inset No.2	*Portmore South Local Planning Area*
Inset No.2.1	Braeton Area
Inset No.2.2	Portmore Pines/Naggo Head Area
Inset No.2.3	Greater Portmore North Area
Inset No.2.4	Greater Portmore East Area
Inset No.2.5	Hellshire Area
Map 2	Portmore Development Order Density Map
Inset No. 2A	Portmore North Density Map
Inset No. 2B	Portmore South Density Map
Map 3	Portmore Development Order Sewage Infrastructure Map
Inset No. 3A	Portmore North Sewage Infrastructure Map
Inset No. 3B	Portmore South Sewage Infrastructure Map

Dated this 31st day of December, 2018.

DANVILLE WALKER, O.J., J.P.
Chairman,
Town and Country Planning Authority.

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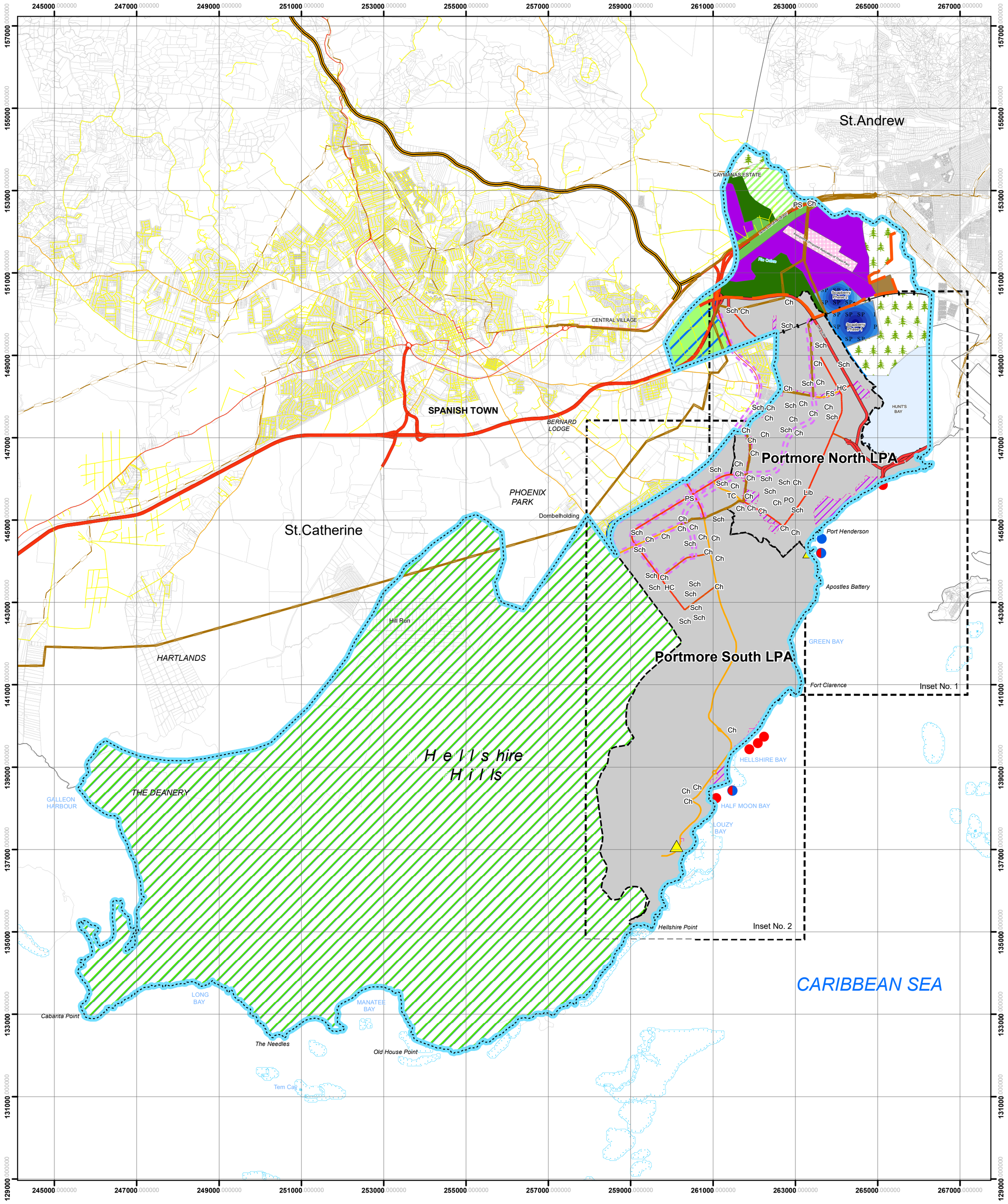
PORTMORE DEVELOPMENT ORDER AREA

MAP 1



LEGEND

- North South Highway
- Highway 2000
- Road Class A
- Road Class B
- Road Class C
- Railway
- Proposed Railway Line Reservation
- Transmission Line
- Transmission Line(100 ft Buffer)
- River/Watercourse
- Bathing Beach
- Fishing Beach
- Fishing/Bathing Beach
- Heritage Site
- Hunts Bay
- Portmore Township Boundary
- Caymanas Economic Zone
- Local Planning Area Boundary
- Parish Boundary
- Entertainment Zone
- Hunts Bay
- Aquifer Protection Zone
- Reef
- Portland Blight Protected Area
- Aerodrome (Proposed Relocation of Tinson Pen)
- Agricultural
- Enterprise Zone
- Forest,Woodland, Wetland
- Installation
- Jamaica Defence Force
- Landscaped Buffer
- Recreation-Park
- Soapberry Treatment Plant

INDEX TO POLICIES

Sectoral Policies

Transporation and Traffic	SP T1-T52
Housing	SP H1-H27
Conservation of the Natural And Built Environment	SP C1-C42
Urban Economy	SP UE1-UE22
Minerals	SP M1-M10
Tourism	SP TO1-TO16
Waste Treatment and Disposal	SP WT1-WT18
Telecommunication	SP TELE1-TELE20
Energy Generation and Conservation	SP E1-E17
Water Supply	SP WS1-WS9
General Development	GD1-GD97
Coastal development	CD1-CD25
Petrol and Oil Filling Station	PFS1-PFS6
Control Advertisement	CA1-CA3

The numbers refer to policies in the text of the Portmore Development Order Area.
The following policies apply throughout the Portmore Development Order Area Map 1.

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

N

0 1 2 4 Kilometres

1:70,000

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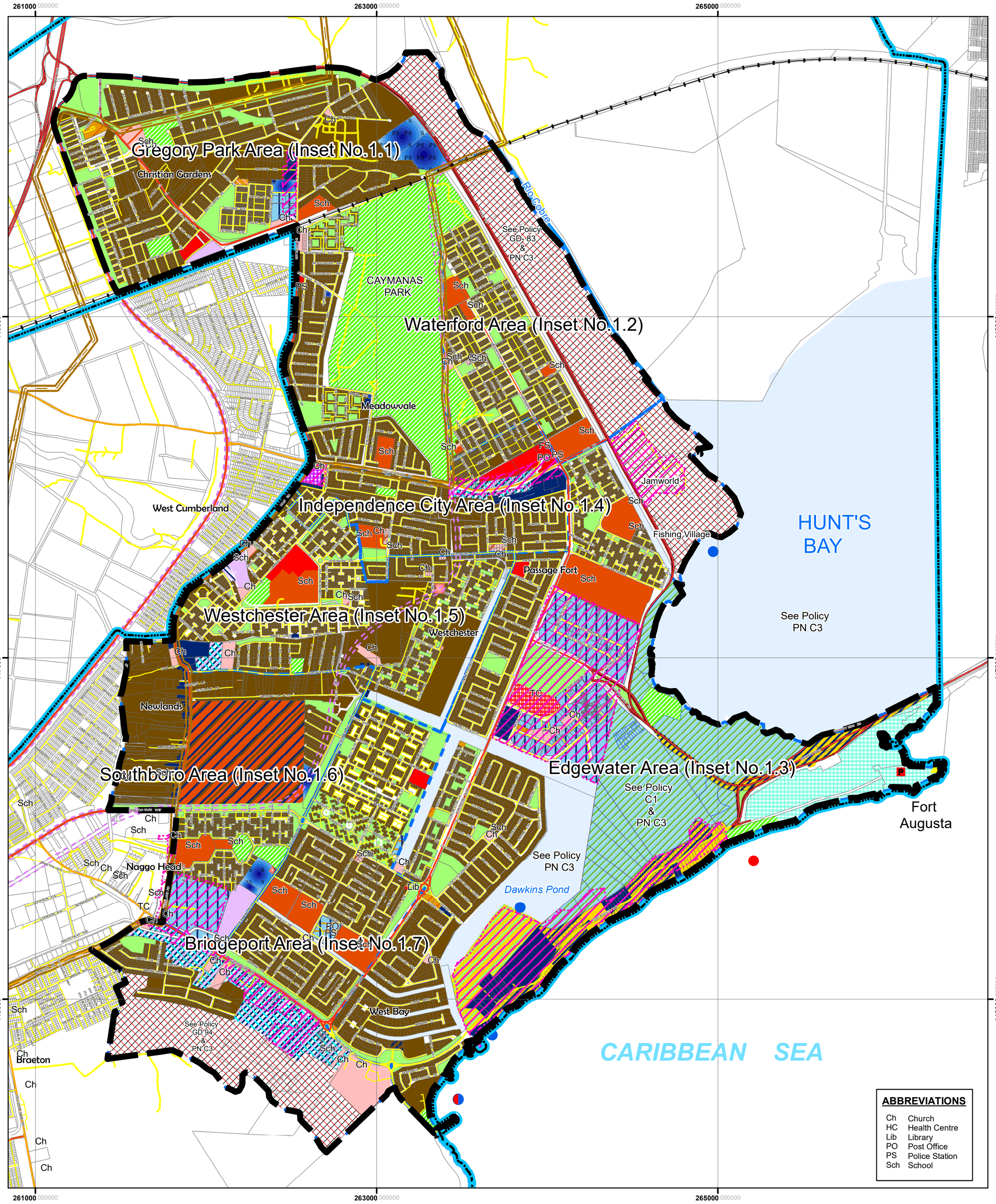
Prepared for:The Town and Country Planning Authority
December 2018

PORTMORE DEVELOPMENT ORDER AREA
PORTMORE NORTH LOCAL PLANNING AREA
LAND USE PROPOSALS (INSET No. 1)



ABBREVIATIONS

Ch	Church
HC	Health Centre
Lib	Library
PO	Post Office
PS	Police Station
Sch	School

LEGEND

- Highway 2000
- Road Class A
- Road Class B
- Road Class C
- Road Other
- River/Watercourse
- Pond/Waterbody
- Railway
- Proposed Railway Line Reservation
- Transmission Line
- Transmission Line(100 ft Buffer)
- Historical Site
- Correctional Facility
- Bathing Beach
- Fishing Beach
- Fishing/Bathing Beach
- Local Area Inset
- Portmore Development Order Area Boundary
- Portmore North LPA Boundary
- Parcel Boundary
- Entertainment Zone

PROPOSALS

- Commercial
- Commercial/Industrial-Light
- Educational
- Educational/Institutional
- Government Purposes & Statutory Undertakings
- Industrial-Light
- Institutional
- Mixed Use: Institutional/Residential/Commercial
- Mixed Use: Office/Commercial/Industrial-Light
- Mixed Use:Office/Commercial/Institutional
- Office
- Office/Commercial
- Open Space
- Public Assembly
- Public Assembly/Educational
- Public Parking
- Recreational
- Residential
- Residential/Commercial
- Resort
- Resort/Commercial
- Resort/Recreational
- Restricted Development Area
- Seaport and Seaport Related Activity
- Transportation Centre
- Utility-Cell Site
- Utility-Pump Station/Lift Station
- Utility-Sewage Plant
- Wetland

The letters and numbers refer to policies in the Portmore Area Development Order.
The following policies apply throughout the Portmore North Local Planning Area Inset No. 1

SP T1-SP T52, SP H1-SP H27, SP C1-SP C42, SP UE1-SP UE22, SP TO1-SP TO16, SP M1-SP M10, SP TELE1-SP TELE20, SP E1-SP E17, SP WT1-SP WT18, SP WS1-SP WS9, GD1-GD97, PFS1-PFS6, CA1-CA3, CD1-CD25,

PN T1-T16, PN H1-H13, PN C1-C8, PN UE1-UE10 PN TO1-TO5, PN SA1-SA15, PN WT1-WT5, PN WS1-WS3

N

0 0.225 0.45 0.9 Kilometre

1:17,000

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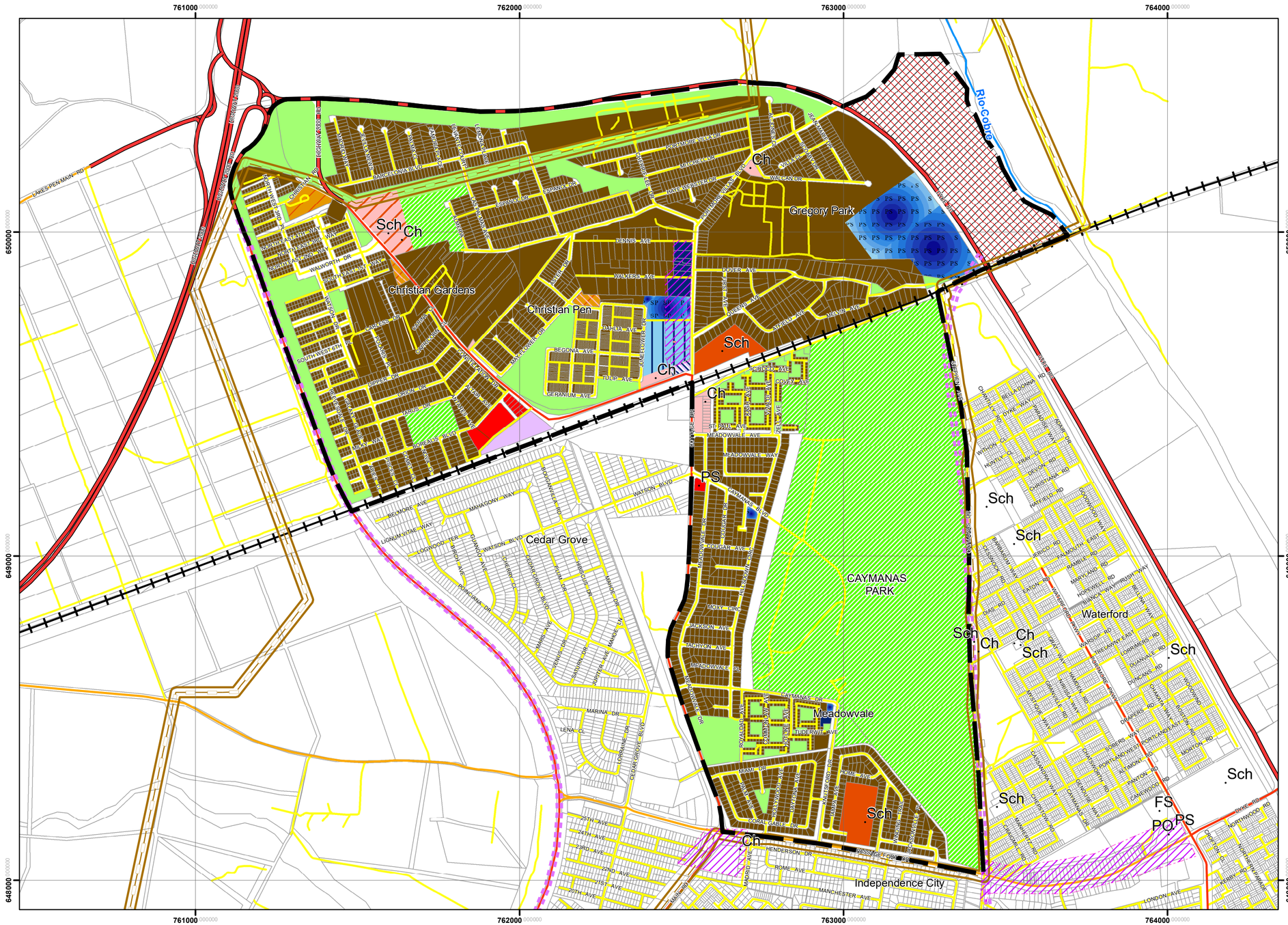
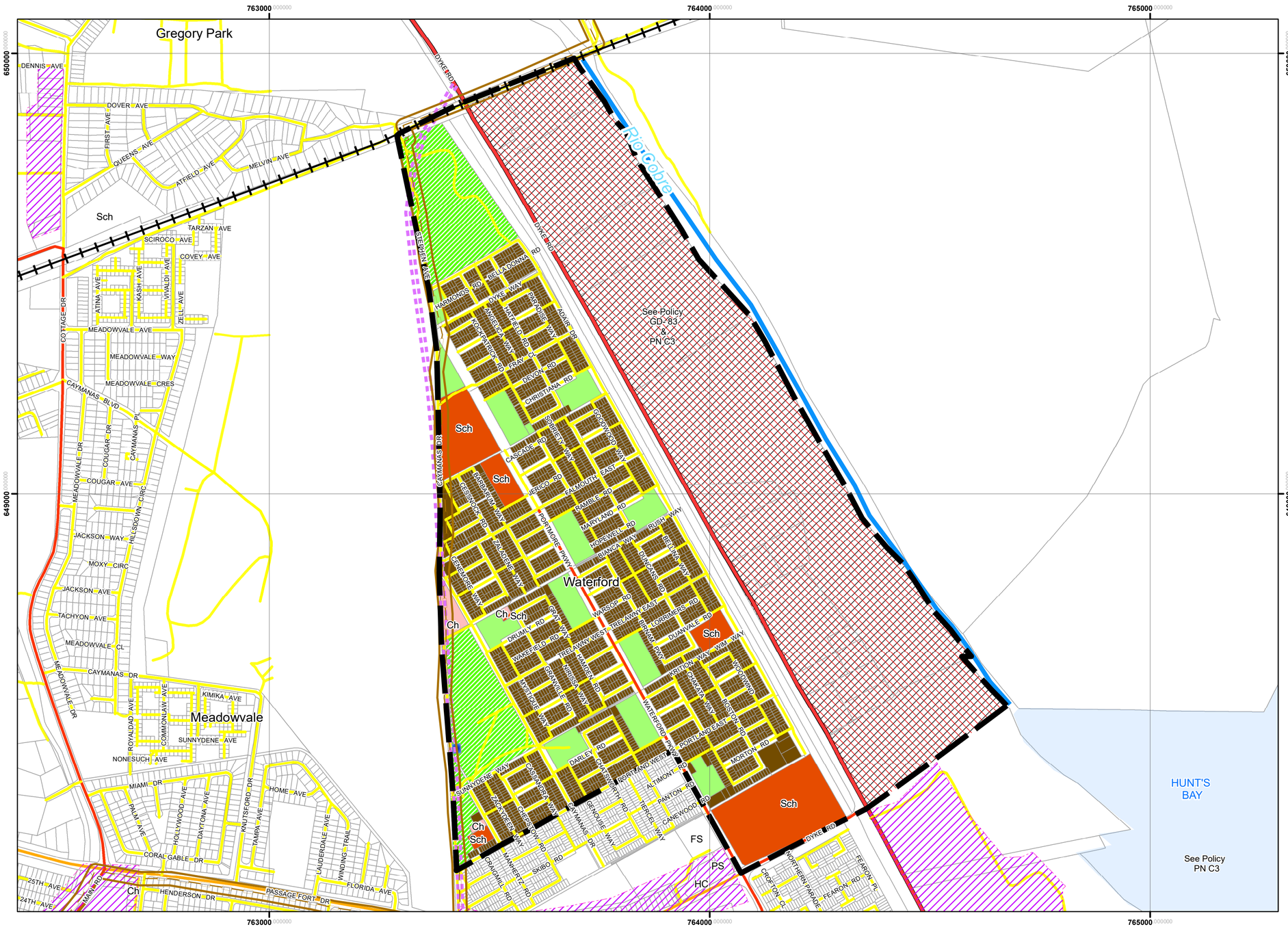
PORTMORE DEVELOPMENT ORDER AREA

GREGORY PARK AREA LAND USE PROPOSALS (Inset No. 1.1)


761000
762000
763000
764000
650000
649000
648000
Gregory Park
Christian Gardens
Christian Pen
Cedar Grove
Meadowvale
CAYMANAS PARK
Independence City
Waterford
Rio Cobre
LAKES PEN MAIN RD
HIGHWAY 2000
WALVAN DR
DENNIS AVE
WALKERS AVE
DOVER AVE
QUEENS AVE
MELVIN AVE
BEGONIA AVE
TULIP AVE
GERANIUM AVE
DAHLIA AVE
JUNEFLOWER DR
SAIRCHO AVE
COVEY AVE
ZELICA AVE
ST PAUL AVE
MEADOWVALE AVE
MEADOWVALE WAY
MEADOWVALE DR
CAYMANAS DR
CAYMANAS BLVD
JACKSON AVE
ACHYON AVE
MOXY CIRC
JULIS AVE
COUGAR AVE
LEMMER DR
ROYALDA AVE
TUDERWIT AVE
MIAMI DR
PALM AVE
CORAL GABLES DR
ROME AVE
ROSEMARY AVE
ROSEMARY CRES
PASSAGEWAY DR
HENDERSON DR
MANCHESTER AVE
LONDON AVE
MADRID AVE
25TH AVE
24TH AVE
23RD AVE
22ND AVE
21ST AVE
20TH AVE
JAMMER RD
WATSON BLVD
BELMORE AVE
MAHAGONY WAY
LIGNUM VITAE WAY
LOGWOOD TER
BIRCH AVE
DUNCIANA DR
CEDAR GROVE BLVD
MARINA DR
LENA CL
LORRAINE DR
MARIE TA
MAUDE TA
JUPITER AVE
SATURN DR
MARS AVE
HERCULES DR
BLUM DR
ORION CL
DIANA AVE
BOUGAINVILLEA RD
BOTELHO AVE
BOTELHO BLVD
ACACIA AVE
ACACIA PL
ACACIA CRES
ACACIA DR
ACACIA TER
ACACIA WAY
ACACIA CL
ACACIA CT
ACACIA LA
ACACIA GDNS
ACACIA GROVE
ACACIA PARK
ACACIA RD
ACACIA ST
ACACIA AVE
ACACIA BLVD

PORTMORE DEVELOPMENT ORDER AREA

WATERFORD AREA LAND USE PROPOSALS (Inset 1.2)



LEGEND

- Highway 2000
- Road Class A
- Road Class C
- Road Other
- Railway
- Proposed Railway Line Reservation
- Transmission Line
- Transmission Line(100 ft Buffer)
- River/Watercourse
- Pond/Waterbody
- Waterford Area Boundary
- Parcel Boundary
- Entertainment Zone

ABBREVIATION

Ch	Church
FS	Fire Station
HC	Health Centre
PS	Police Station
PO	Post Office
Sch	School

PROPOSALS

- Educational
- Open Space
- Public Assembly
- Public Assembly/Educational
- Recreational
- Residential
- Restricted Development Area
- Utility-Pump Station/Lift Station

N

0 0.15 0.3 0.6 Kilometre

1:7,000

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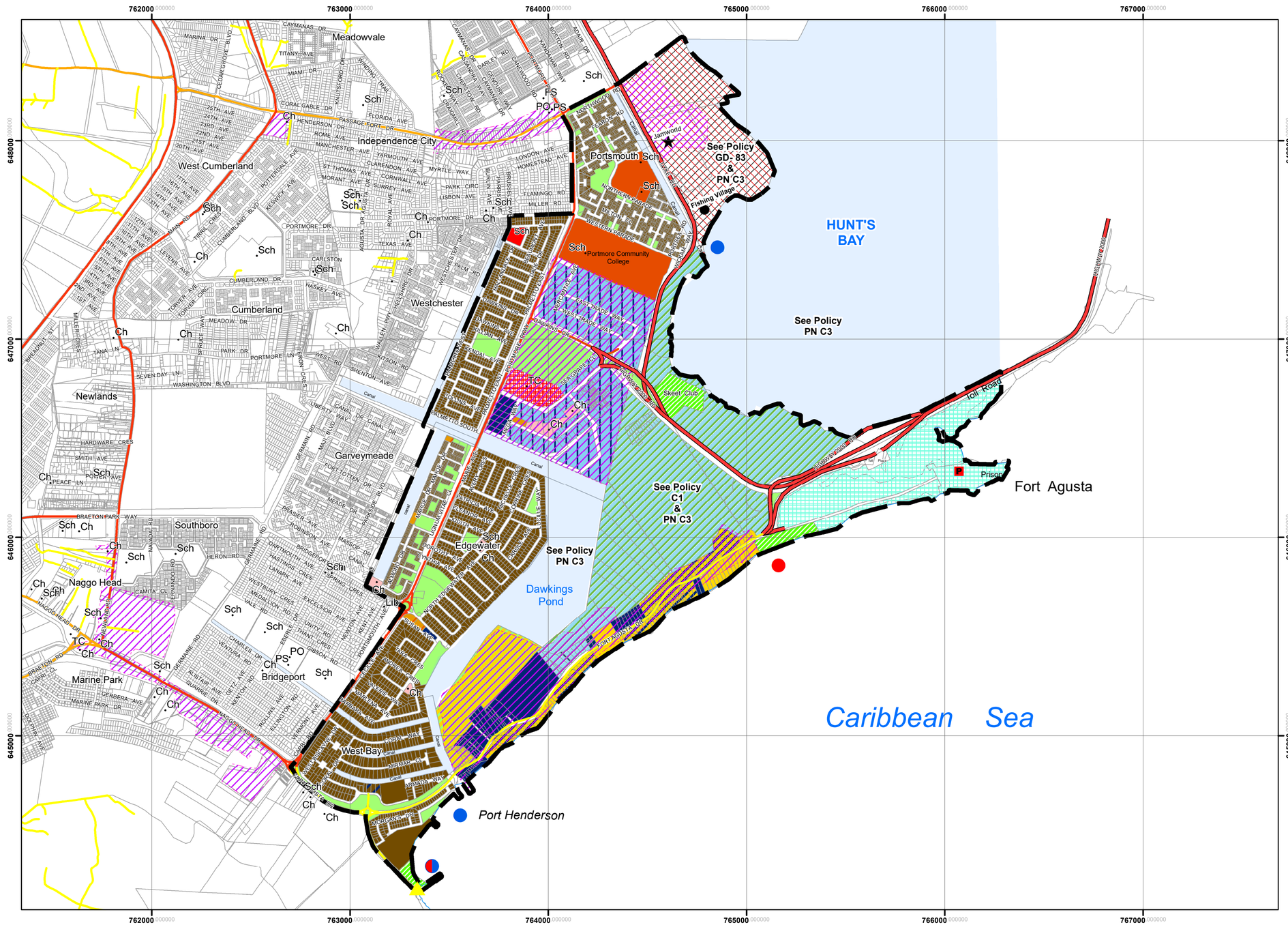
PORTMORE DEVELOPMENT ORDER AREA

EDGEWATER AREA LAND USE PROPOSALS (Inset No.1.3)



LEGEND

- Highway 2000
- Road Class A
- Road Class B
- Road Class C
- Road Other
- Coastline
- Historical
- Fishing Village
- Point of Interest
- Bathing Beach
- Fishing Beach
- Fishing/Bathing Beach
- Correctional Facility
- Pond/Waterbody
- Edgewater Area Boundary
- Parcel Boundary
- Entertainment Zone

ABBREVIATIONS

Ch	Church
Lib	Library
PO	Post Office
Sch	School
Rd	Road
PS	Police Station
HC	Health Centre
TC	Transport Centre

N

PROPOSALS

- Commercial
- Commercial/Recreational
- Educational
- Government Purposes & Statutory Undertakings
- Institutional
- Office/Commercial
- Open Space
- Public Assembly
- Recreational
- Residential
- Residential/Commercial
- Resort
- Resort/Commercial
- Resort/Recreational
- Restricted Development Area
- Seaport and Seaport Related Activity
- Transportation Centre
- Wetland

0 0.15 0.3 0.6 0.9 Kilometre

1:15,500

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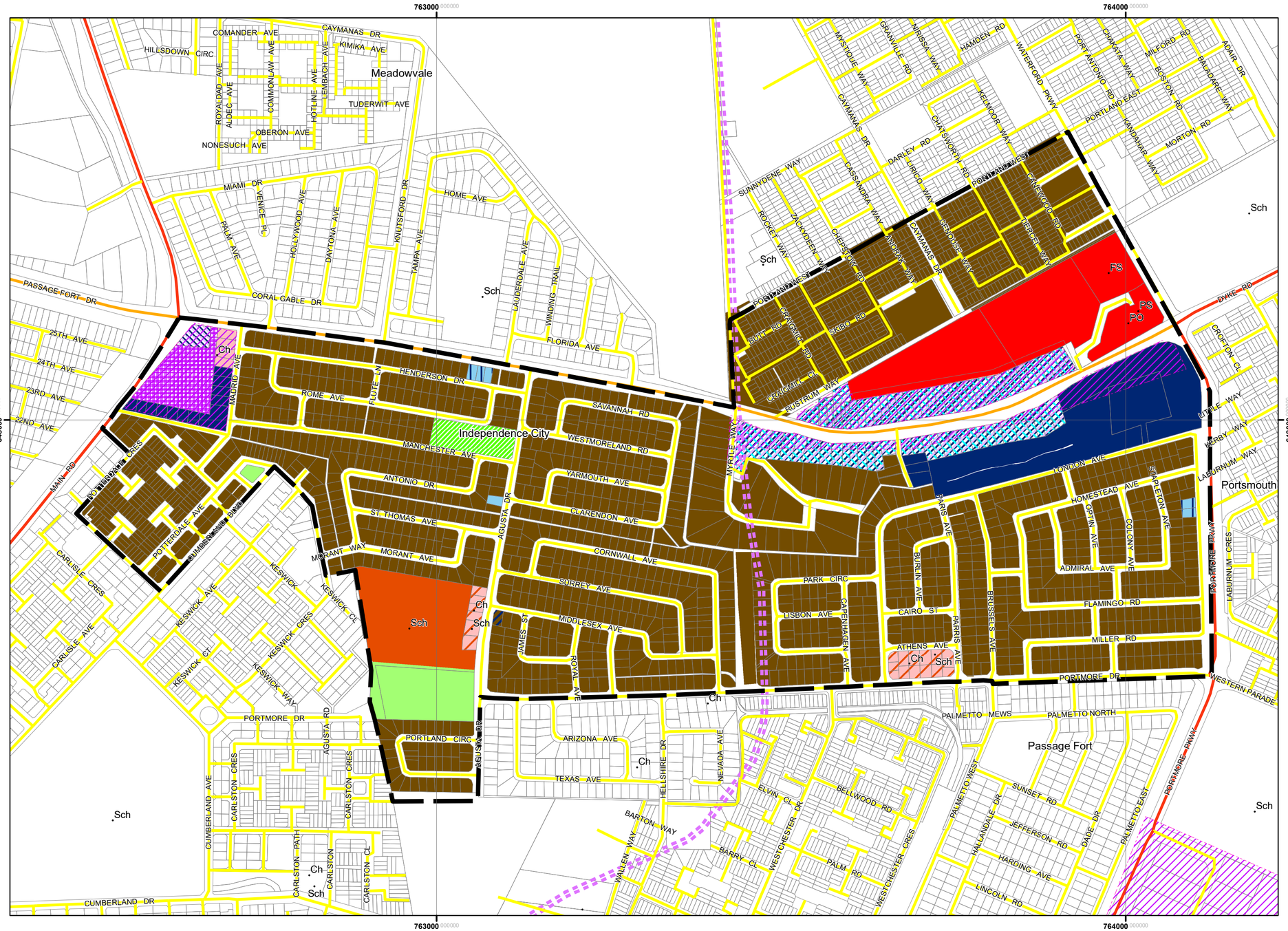
PORTMORE DEVELOPMENT ORDER AREA

INDEPENDENCE CITY AREA LAND USE PROPOSALS (Inset No.1.4)



LEGEND

- Road Class A
- Road Class C
- Road Other
- Proposed Railway Line Reservation
- Independent City Boundary
- Parcel Boundary
- Entertainment Zone

ABBREVIATIONS

Ch□Church
HC□Health Centre
Lib□Library
PS□Police Station
PO□Post Office
Sch□School

N

PROPOSALS

- Commercial
- Commercial/Industrial-Light
- Educational
- Government Purposes & Statutory Undertakings
- Mixed Use:Office/Commercial/Industrial-Light
- Office
- Office/Commercial
- Open Space
- Public Assembly
- Public Assembly/Educational
- Public Parking
- Recreational
- Residential
- Residential/Commercial

0 0.05 0.1 0.2 0.3 Kilometre

1:4,500

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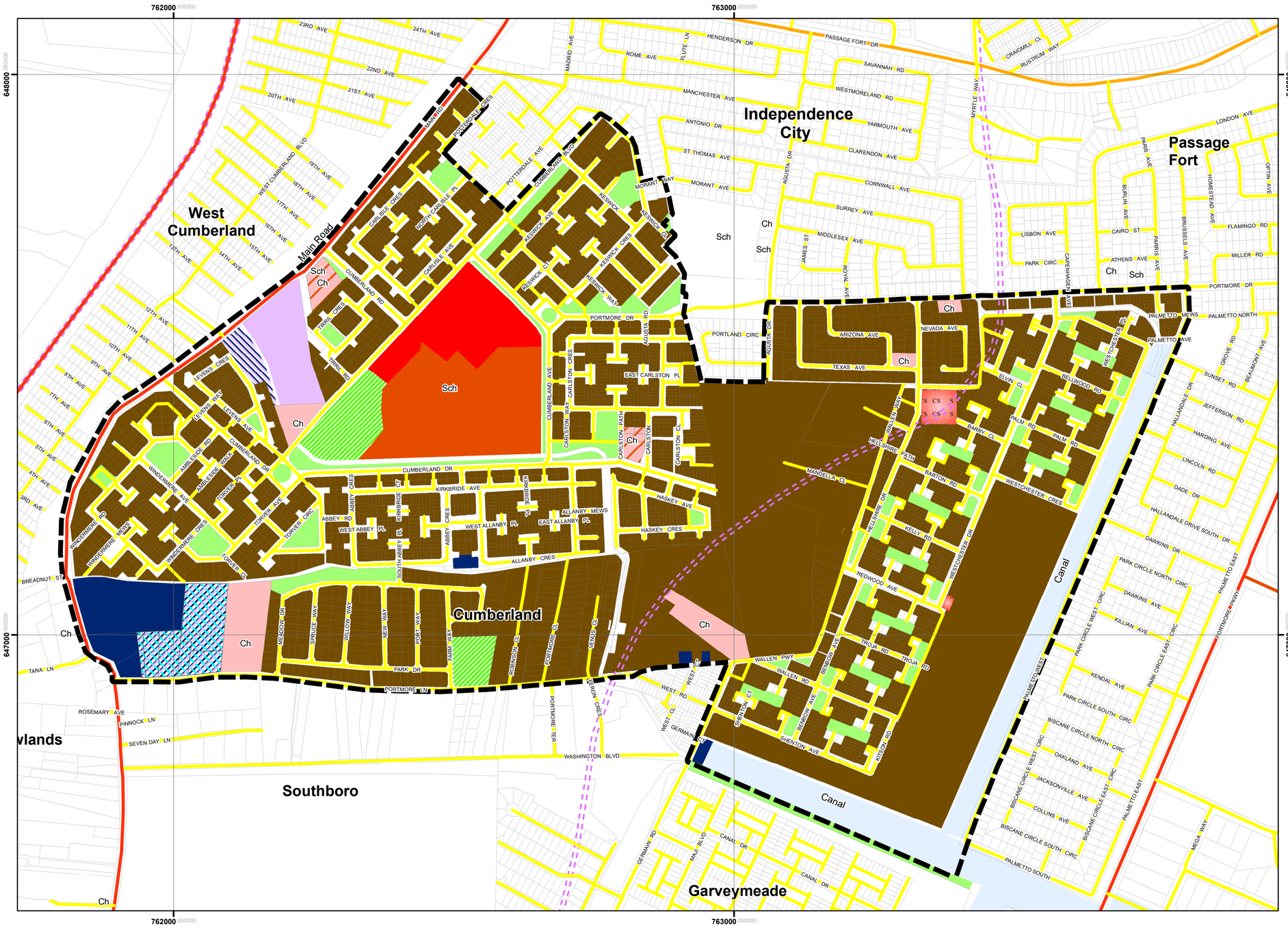
Date: December 2018

PORTMORE DEVELOPMENT ORDER AREA

WESTCHESTER AREA LAND USE PROPOSALS (Inset No.1.5)



LEGEND

- Road Class A
- Road Class B
- Road Class C
- Other Road
- Proposed Railway Line Reservation
- Pond/Waterbody
- Westchester Local Planning Area Boundary
- Parcel Boundary

ABBREVIATIONS

Ch Church
Sch School

N

PROPOSALS

- Commercial
- Commercial/Industrial-Light
- Educational
- Government Purposes & Statutory Undertakings
- Industrial-Light
- Mixed Use:Office/Commercial/Industrial_Light
- Open Space
- Public Assembly
- Public Assembly/Educational
- Recreational
- Residential
- CS S Utility-Cell Site

0 0.1 0.2 0.4 Kilometre

1:5,500

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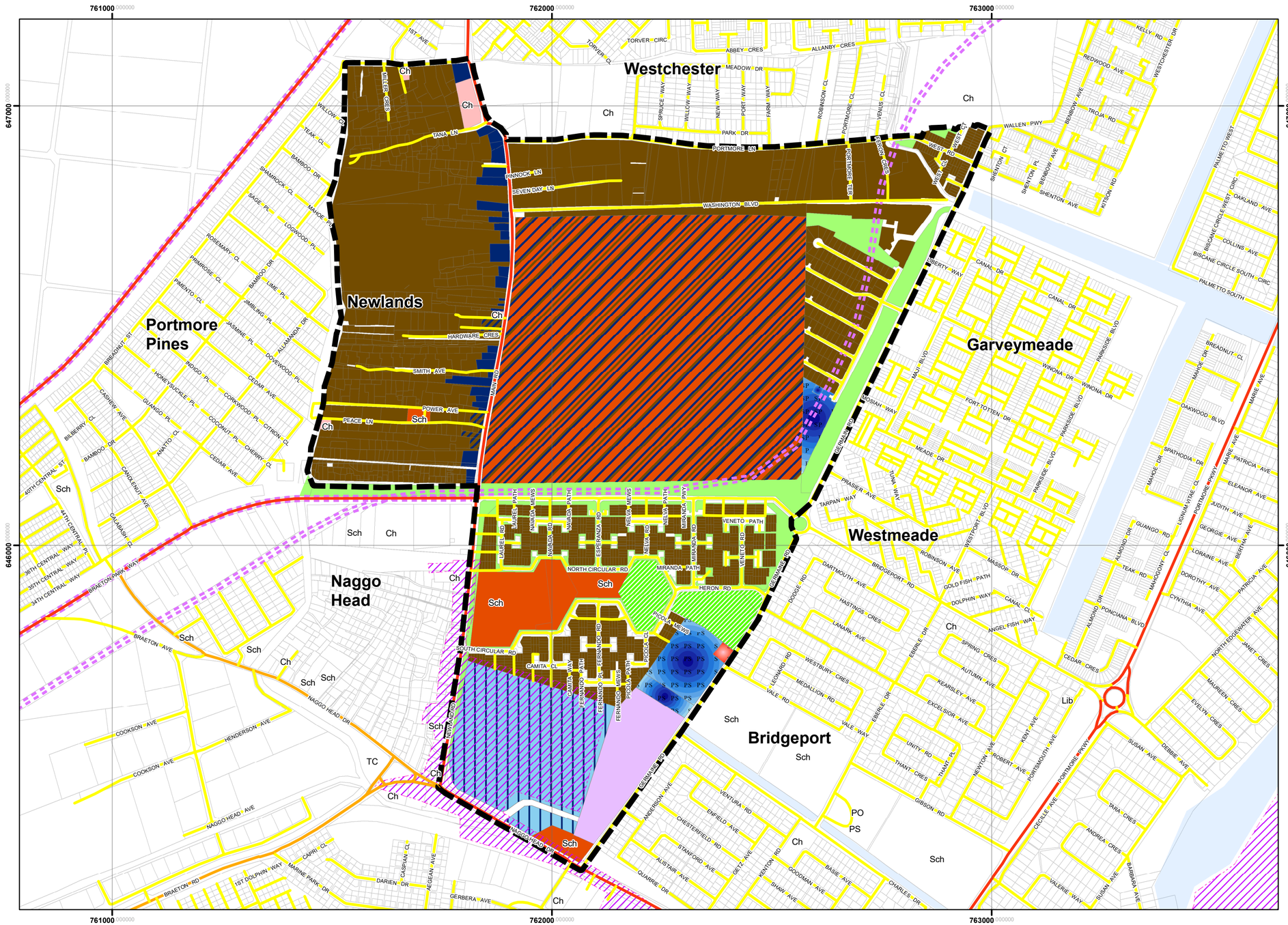
PORTMORE DEVELOPMENT ORDER AREA

SOUTHBORO AREA LAND USE PROPOSALS (Inset No. 1.6)



LEGEND

- Road Class A
- Road Class B
- Road Class C
- Town Road
- Proposed Railway Line Reservation
- Pond/Waterbody
- Southboro Area Boundary
- Parcel Boundary
- Entertainment Zone

ABBREVIATIONS

Ch	Church
Lib	Library
PO	Post Office
PS	Police Station
Sch	School

N

PROPOSALS

- Commercial
- Educational
- Industrial-Light
- Mix Use: Institutional/Residential/Commercial
- Office/Commercial
- Open Space
- Public Assembly
- Recreational
- Residential
- Residential/Commercial
- Utility-Cell Site
- Utility-Pump Station/Lift Station
- Utility-Sewage Plant

0 0.125 0.25 0.5 Kilometre

1:7,000

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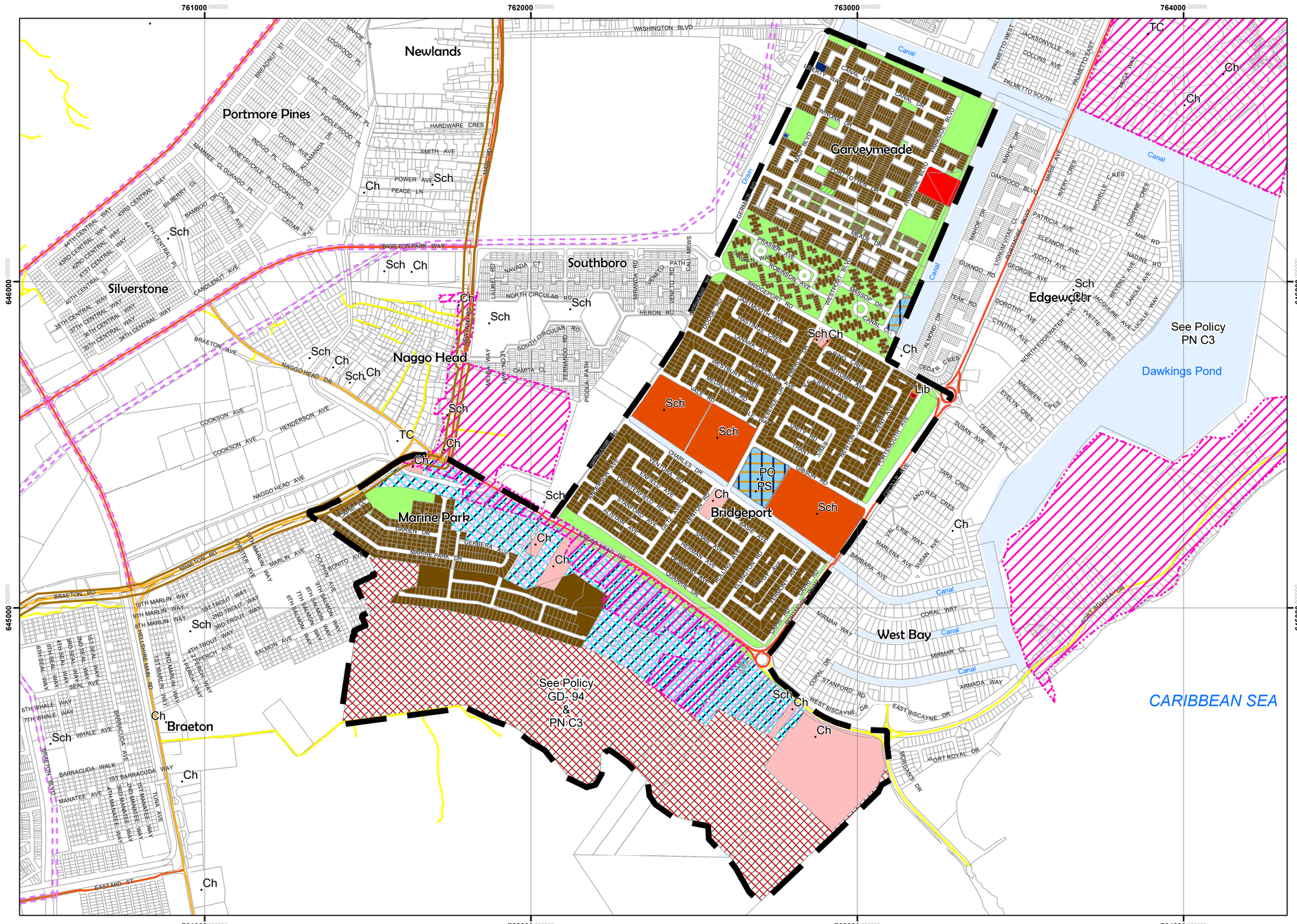
PORTMORE DEVELOPMENT ORDER AREA

BRIDGEPORT AREA LAND USE PROPOSALS (Inset No. 1.7)



LEGEND

- Road Class A
- Road Class B
- Road Class C
- Road Other
- Transmission Line
- Transmission Line(100 ft Buffer)
- Proposed Railway Line Reservation
- Pond/Waterbody
- Bridgeport Area Boundary
- Parcel Boundary
- Entertainment Zone

ABBREVIATIONS

Ch	Church
Lib	Library
PO	Post Office
PS	Police Station
Sch	School

N

PROPOSALS

- Commercial
- Educational
- Government Purposes & Statutory Undertakings
- Institutional
- Mixed Use:Office/Commercial/Industrial-Light
- Mixed Use:Office/Commercial/Institutional
- Open Space
- Public Assembly
- Public Assembly/Educational
- Recreational
- Residential
- Utility-Pump Station/Lift Station
- Restricted Development Area

0 0.2 0.4 0.8 Kilometre

1:9,500

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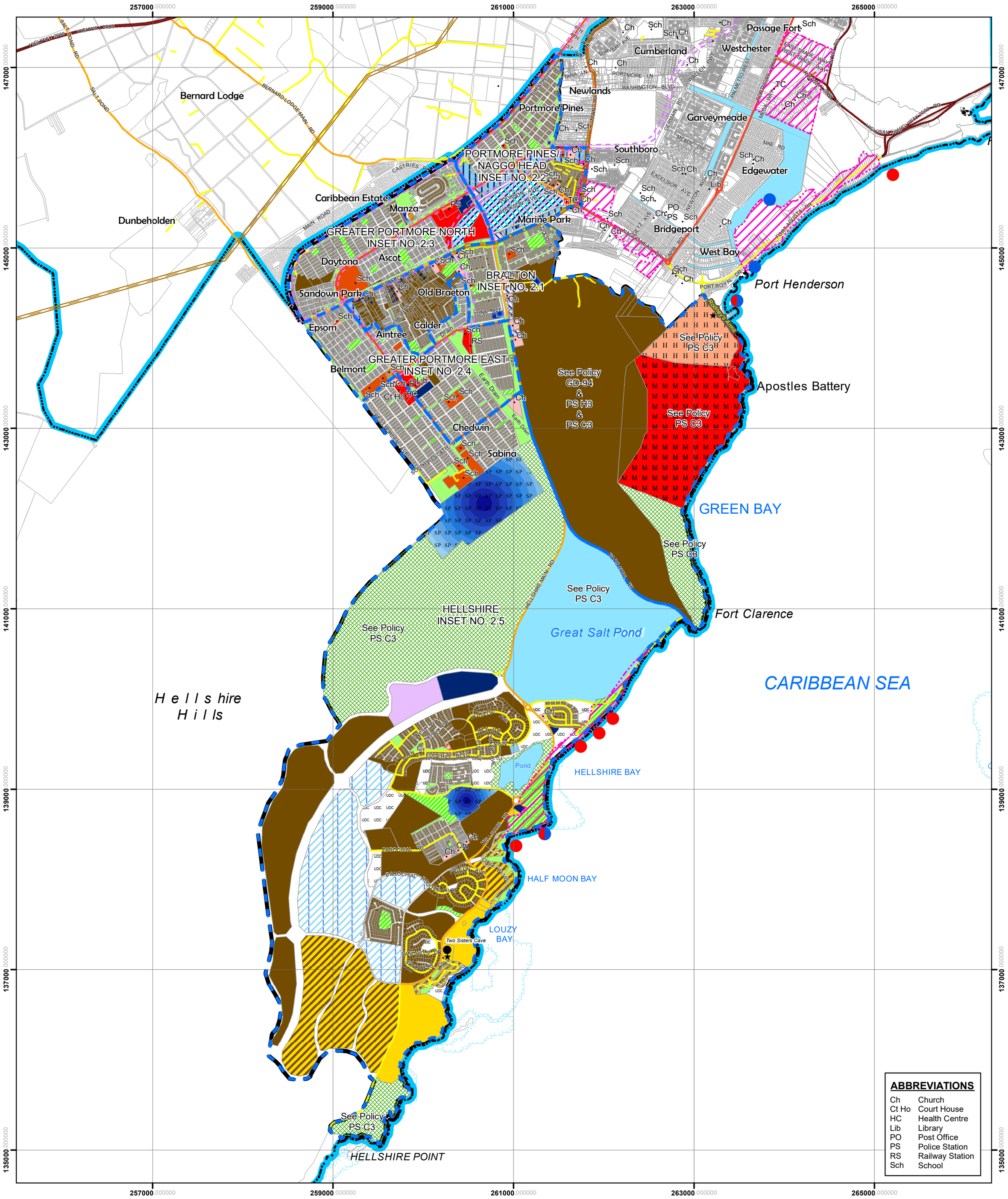
PORTMORE DEVELOPMENT ORDER AREA
PORTMORE SOUTH LOCAL PLANNING AREA
LAND USE PROPOSALS (INSET No. 2)



ABBREVIATIONS

Ch	Church
Ct Ho	Court House
HC	Health Centre
Lib	Library
PO	Post Office
PS	Police Station
RS	Railway Station
Sch	School

LEGEND

- Highway 2000
- Road Class A
- Road Class B
- Road Class C
- Road Other
- Proposed Railway Line Reservation
- South East Transmission Line
- South East Transmission Line(100 ft Buffer)
- Pond/Waterbody
- Bathing Beach
- Fishing Beach
- Fishing/Bathing Beach
- Cave
- Point of Interest
- Portmore South Local Planning Area Boundary
- Portmore Development Order Area Boundary
- Local Area Inset
- Reef
- Parcel Boundary
- Proposed Entertainment Zone

PROPOSALS

- Commercial
- Commercial/Industrial-Light
- Conservation
- Education/Public Assembly
- Educational
- Educational/Institution
- Government Purposes and Statutory Undertakings
- Historical Site
- Industrial-Light
- Institutional
- Military
- Mixed Use
- Office
- Office/Commercial
- Office/Commercial/Industry-...
- Open Space
- Public Assembly
- Recreational
- Residential
- Residential/Commercial
- Resort
- Resort Residential
- Transportation Centre
- UDC Designated Lands
- Utility-Pump Station/Lift Station
- Utility-Sewage Plant
- Utility-Substations
- Utility-Waterworks

The numbers and letters refer to policies in the Portmore Development Order Area. The following policies apply throughout the Portmore South Local Planning Area (Inset No. 2)

SP T1-SP T52, SP H1-SP H27, SP C1-SP C42, SP UE1-SP UE22, SP TO1-SP TO16, SP M1-SP M10, SP TELE1-SP TELE20, SP E1-SP E17, SP WT1-SP WT18, SP WS1-SP WS9, GD1-GD97, PFS1-PFS6, CA1-CA3, CD1-CD25, PS T1-PS T17, PS C1-PS C19, PS TO1-PS TO5, PS SA1-PS SA11, PS H1-PS H13, UE1-UE16, PS WT1-PS WT6, PS WS1-PS WS4.

N

0 0.5 1 2 Kilometres

1:32,000

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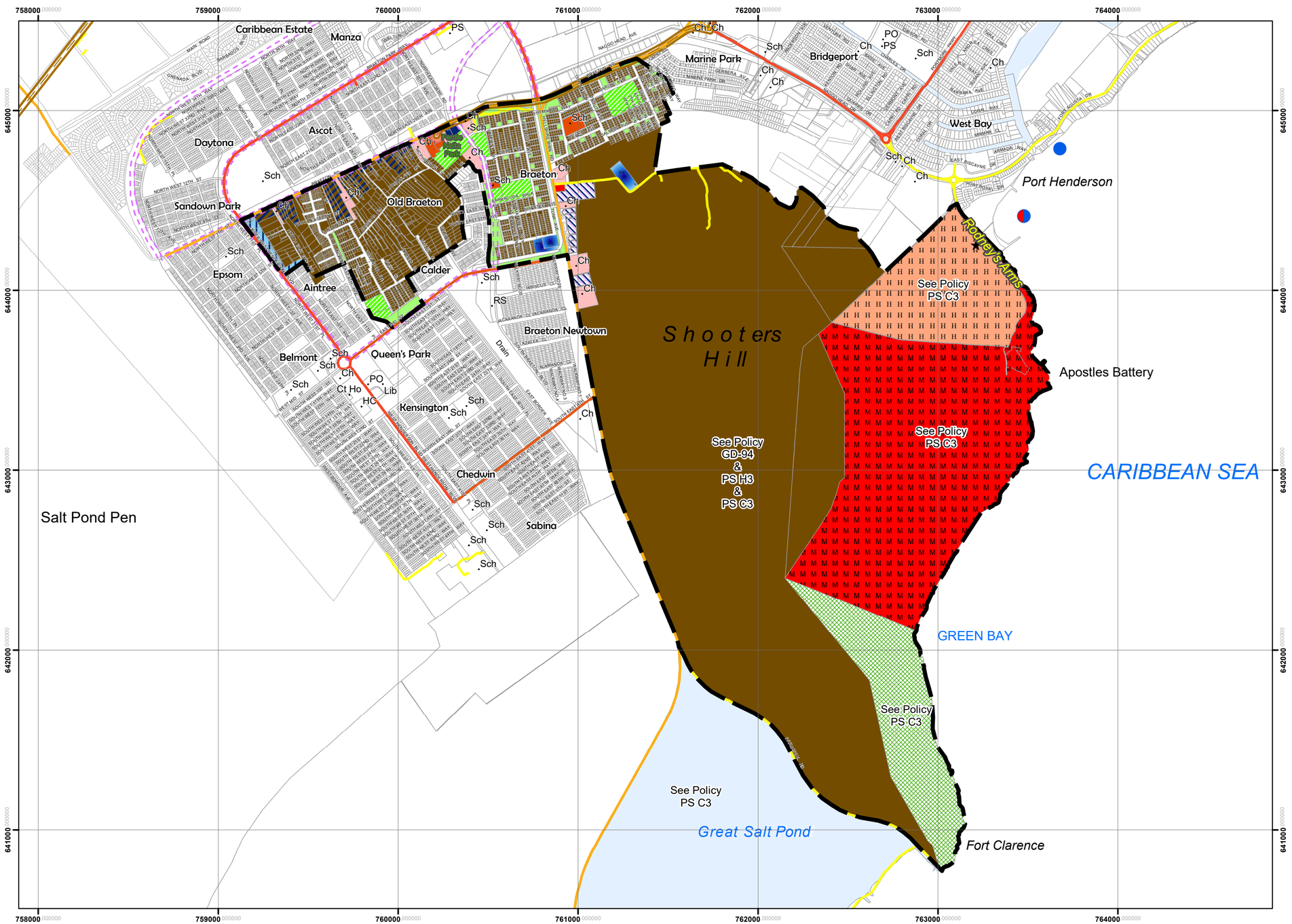
PORTMORE DEVELOPMENT ORDER AREA

BRAETON AREA LAND USE PROPOSALS (Inset No. 2.1)



LEGEND

- Road Class A
- Road Class B
- Road Class C
- Road Other
- Transmission Line
- Transmission Line(100 ft Buffer)
- Proposed Railway Line Reservation
- Fishing Beach
- Fishing/Bathing Beach
- Point of Interest
- Pond/Waterbody
- Braeton Area Boundary
- Parcel Boundary

ABBREVIATIONS

Ch	Church
Ct Ho	Court House
HC	Health Centre
Lib	Library
PS	Police Station
PO	Post Office
Sch	School

N

PROPOSALS

- Commercial
- Commercial/Industrial-Light
- Conservation
- Educational
- Government Purposes and Statutory Undertakings
- Historical Site
- Military
- Office/Commercial
- Open Space
- Public Assembly
- Recreational
- Residential
- Residential/Commercial
- Utility-Substations
- Utility-Waterworks

0 0.325 0.65 1.3 Kilometres

1:17,000

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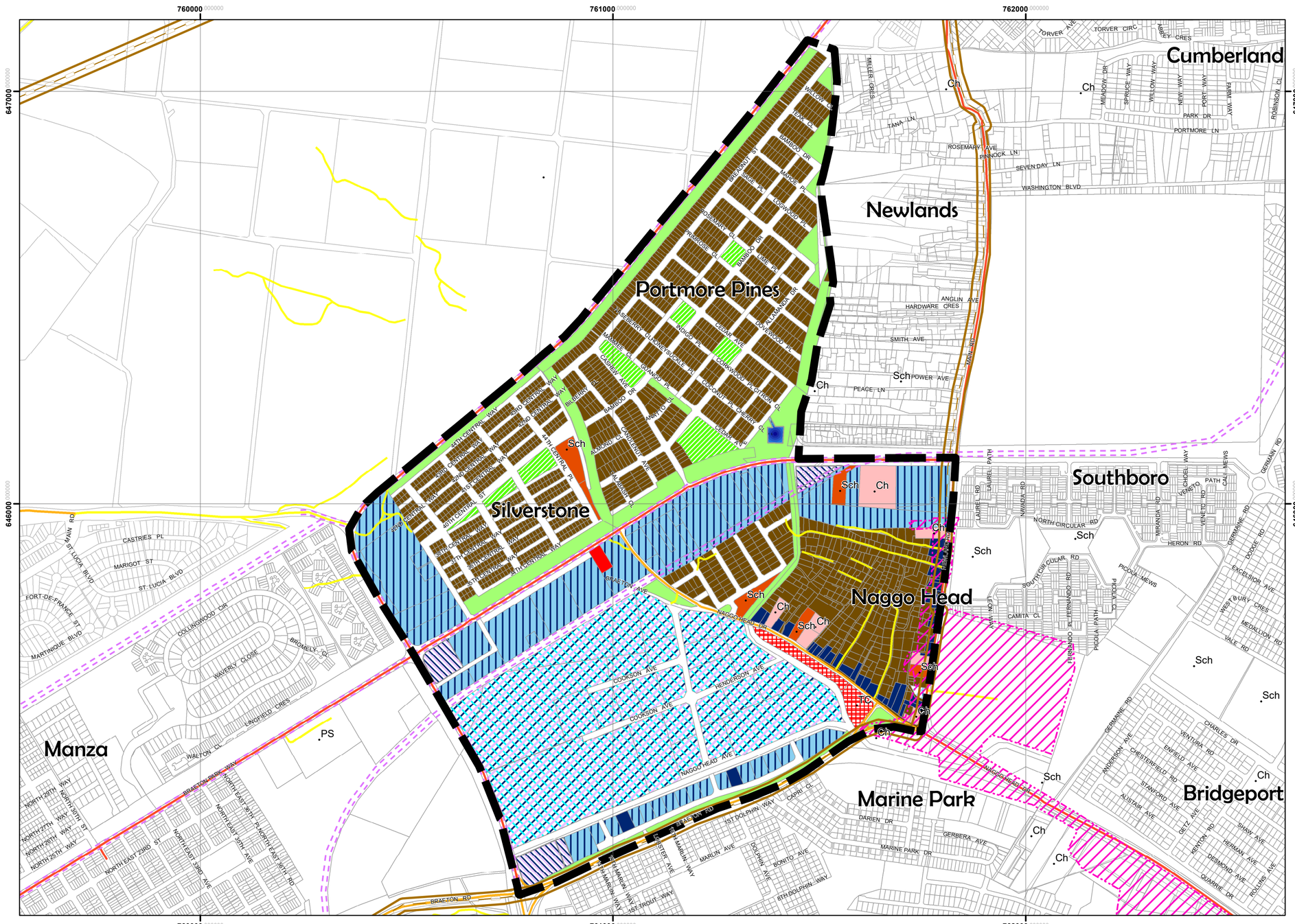
PORTMORE DEVELOPMENT ORDER AREA

PORTMORE PINES/ NAGGO HEAD AREA LAND USE PROPOSALS (Inset No. 2.2)



LEGEND

- Road Class A
- Road Class C
- Road Other
- Transmission Line
- Transmission Line(100 ft Buffer)
- Proposed Railway Line Reservation
- Portmore Pines/Naggo Head Area Boundary
- Parcel Boundary
- Entertainment Zone

ABBREVIATIONS

Ch Church
PS Police Station
Sch School
TC Transport Centre

N

PROPOSALS

- Commercial
- Commercial/Industrial-Light
- Educational
- Government Purposes and Statutory Undertakings
- Mixed Use
- Office/Commercial
- Office/Commercial/Industry-Light
- Open Space
- Public Assembly
- Recreational
- Residential
- Transportation Centre
- Utility-Pump Station/Lift Station

0 0.15 0.3 0.6 Kilometres

1:7,500

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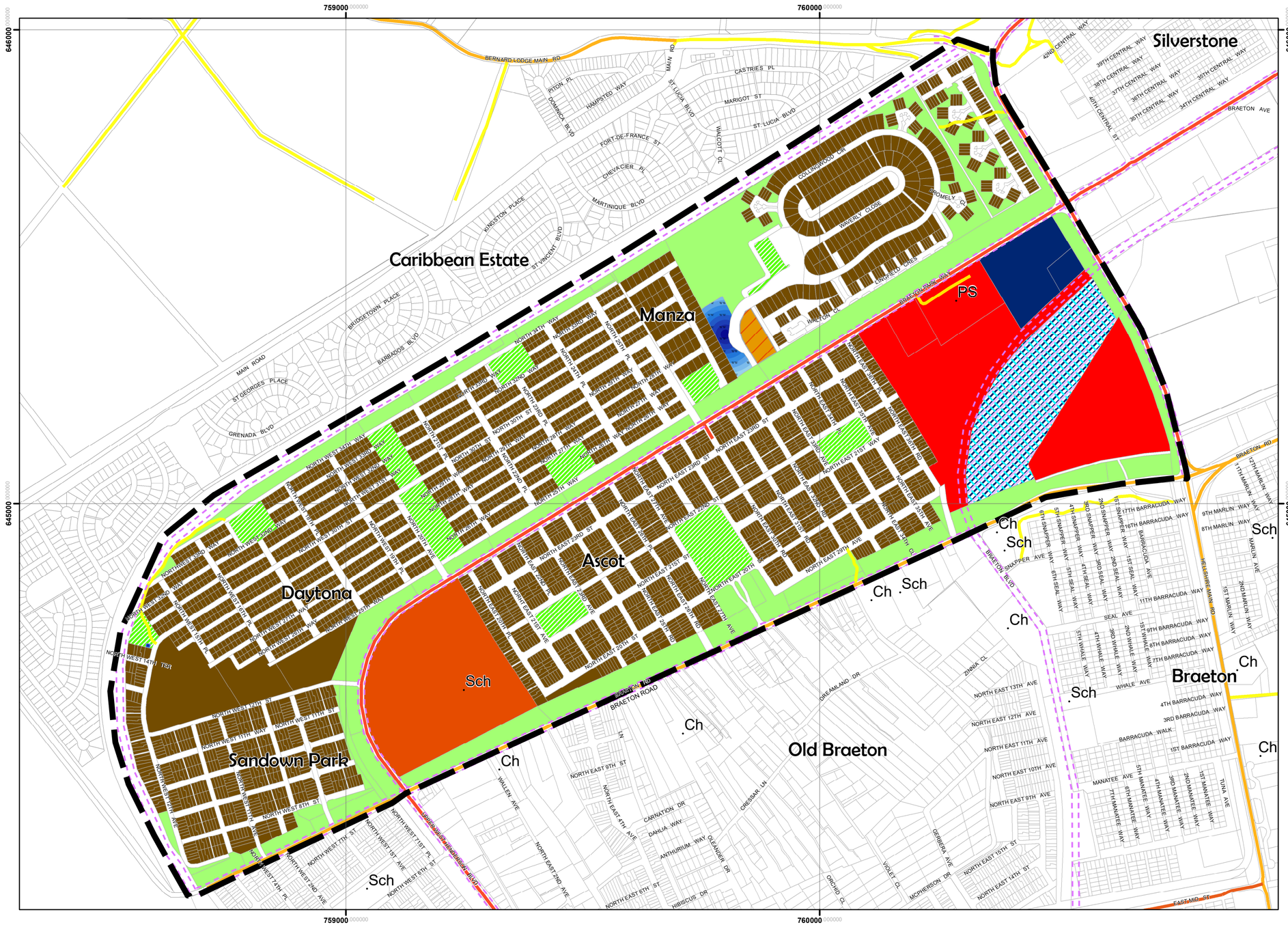
PORTMORE AREA DEVELOPMENT ORDER

GREATER PORTMORE NORTH AREA LAND USE PROPOSALS (Inset No. 2.3)



LEGEND

- Road Class A
- Road Class B
- Road Class C
- Road Other
- Proposed Railway Line Reservation
- Greater Portmore North Area Boundary
- Parcel Boundary

ABBREVIATIONS

Ch Church
PS Police Station
Sch School

PROPOSALS

- Commercial
- Educational
- Government Purposes and Statutory Undertakings
- Institutional
- Mixed Use: Office/Commercial/Industrial- Light
- Open Space
- Recreational
- Residential
- Utility-Pump Station/Lift Station
- Utility-Waterworks

0 0.125 0.25 0.5 Kilometre

1:6,500

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PORTMORE DEVELOPMENT ORDER AREA

GREATER PORTMORE EAST AREA LAND USE PROPOSALS (Inset No. 2.4)



LEGEND

- Road Class A
- Road Class B
- Road Class C
- Road Other
- Proposed Railway Line Reservation
- Greater Portmore East Area Boundary
- Parcel Boundary

ABBREVIATIONS

Ch	Church
Ct Ho	Court House
HC	Health Centre
Lib	Library
PO	Post Office
PS	Police Station
RS	Railway Station
Sch	School

N

PROPOSALS

- Commercial
- Commercial/Industrial-Light
- Education/Public Assembly
- Educational
- Government Purposes and Statutory Undertakings
- Institutional
- Open Space
- Recreational
- Residential

0 0.125 0.25 0.5 Kilometre

1:7,000

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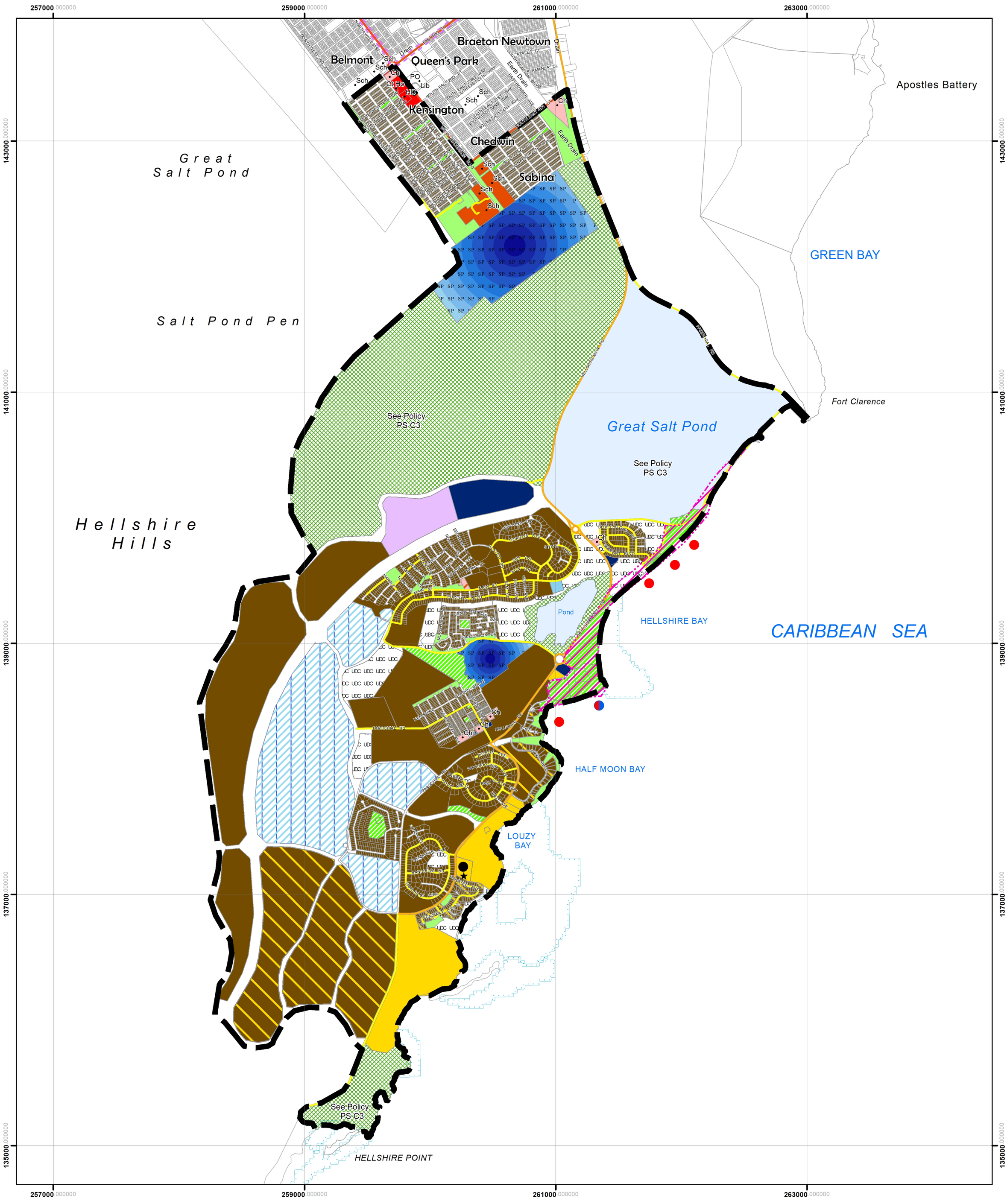
PORTMORE DEVELOPMENT ORDER AREA
HELLSHIRE AREA LAND USE PROPOSALS (INSET No. 2.5)



LEGEND

- Road Class A
- Road Class B
- Road Class C
- Road Other
- Proposed Railway Line Reservation
- Bathing Beach
- Fishing/Bathing Beach
- Cave
- ★ Point of Interest
- Pond/Waterbody
- Hellshire Area Boundary
- Parcel Boundary
- Reef
- Entertainment Zone

PROPOSALS

- Commercial
- Conservation
- Educational
- Educational/Institutional
- Government Purposes and Statutory Undertakings
- Industrial-Light
- Mixed Use (UDC)
- Office
- Office/Commercial
- Open Space
- Public Assembly
- Public Assembly/Educational
- Recreational
- Residential
- Resort
- Resort Residential
- UDC Designated Lands
- Utility-Sewage Plant

ABBREVIATIONS

Ch	Church
Ct Ho	Court House
HC	Health Centre
Sch	School

N

0 0.425 0.85 1.7 Kilometres

1:23,000

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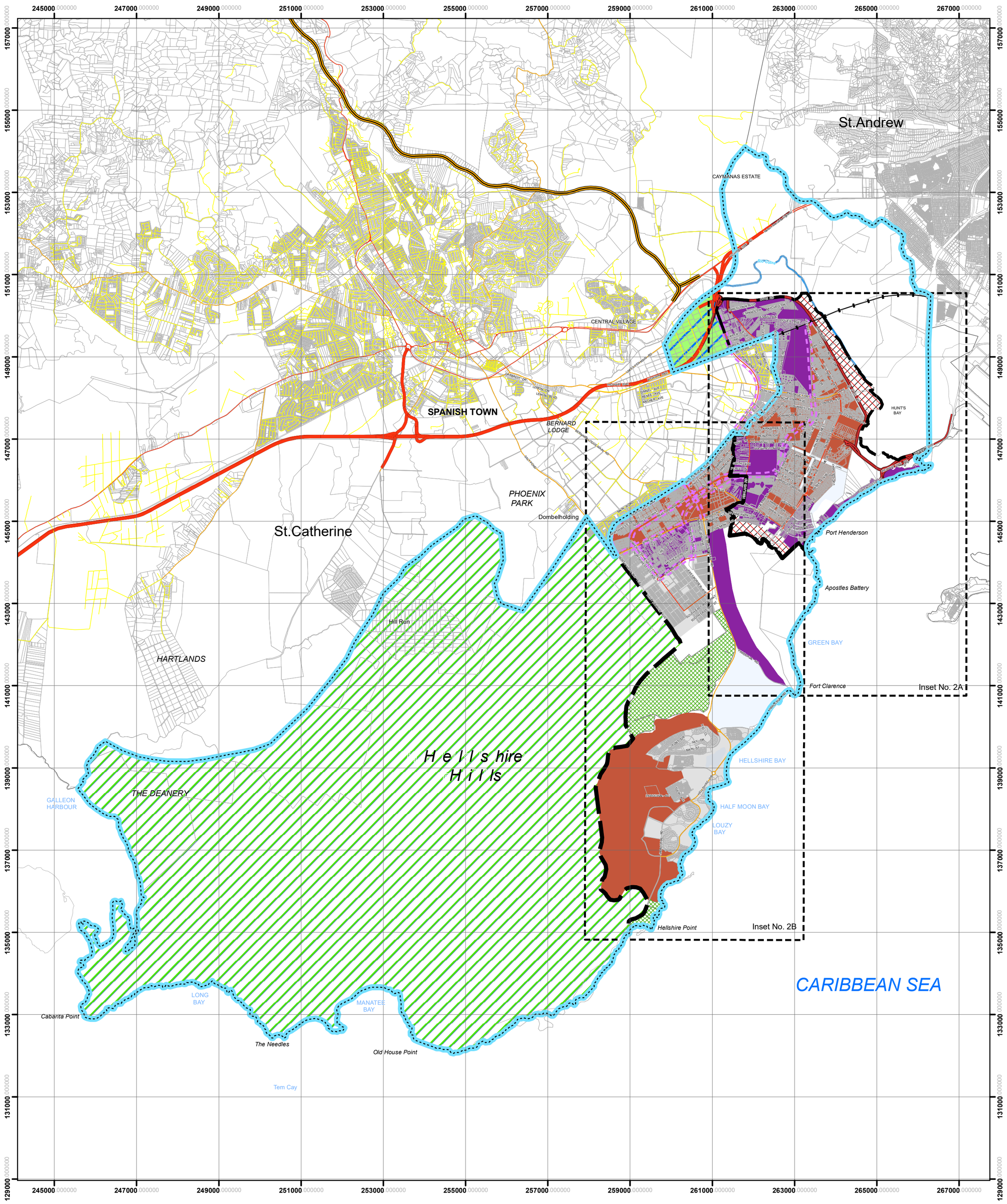
PORTMORE DEVELOPMENT ORDER AREA

DENSITY MAP (Map 2)



LEGEND

- North South Highway
- Highway 2000
- Road Class A
- Road Class B
- Road Class C
- Railway
- River/Watercourse
- Local Planning Area Boundary
- Conservation
- Aquifer Protection Zone
- Portland Blight Protected Area
- Restricted Development Area

Density

- 250 Habitable Rooms Per Hectare (100 HRA)
- 125 Habitable Rooms Per Hectare (50 HRA)
- 75 Habitable Rooms Per Hectare (30 HRA)
- Restricted Development

The planning authority may vary the densities and other relevant requirements or standards in order to safeguard the amenities and infrastructure existing within an area and to promote the orderly and sustainable development of that area.

* HRA - Habitable Rooms per Acre

The letters and numbers refer to policies in the Portmore Area Development Order.
The following policies apply throughout the Portmore North Local Planning Area Map 2

PN H3
PS H3
PS H10

N

0 1 2 4 Kilometres

1:70,000

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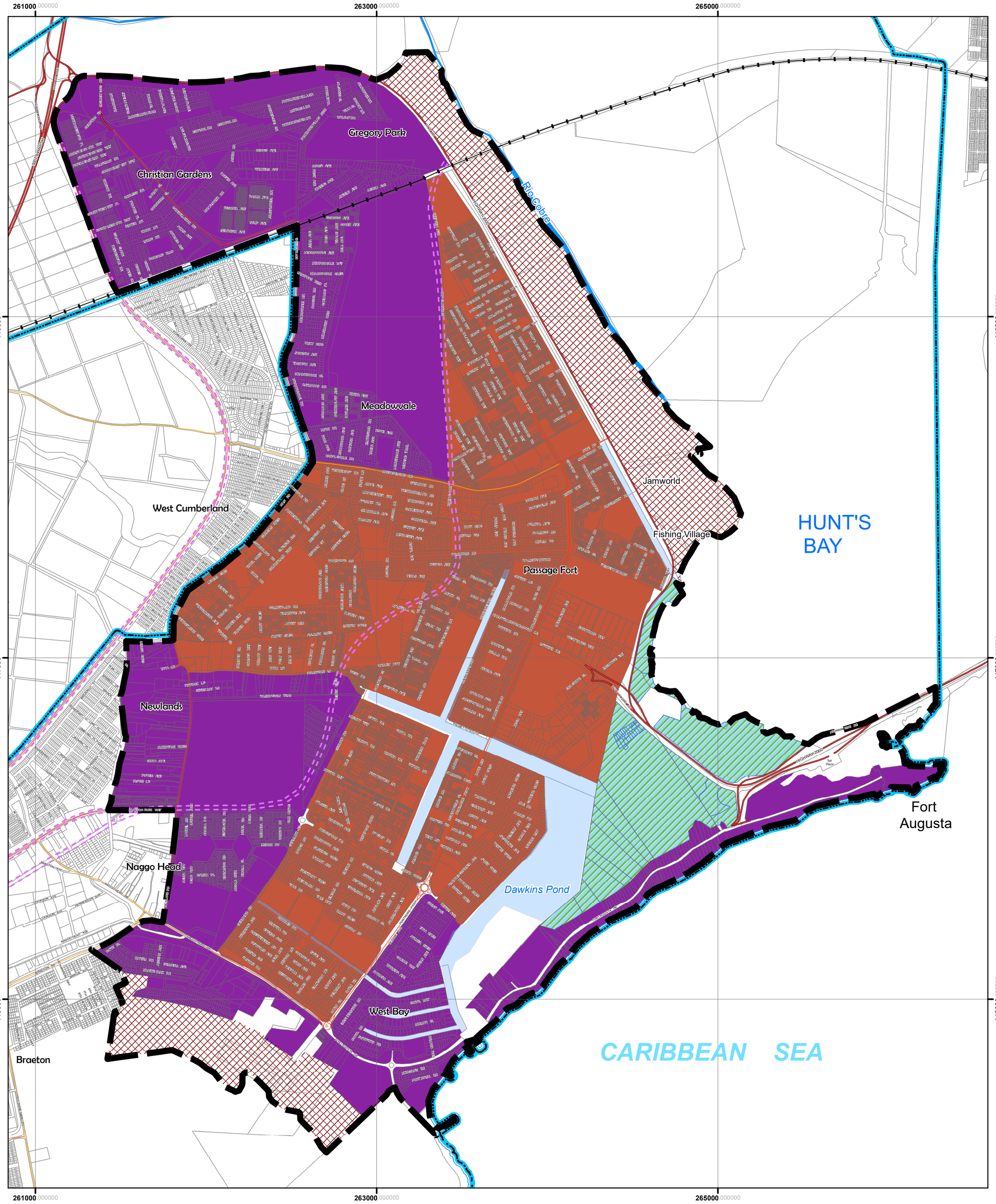
Prepared for:The Town and Country Planning Authority
December 2018

PORTMORE DEVELOPMENT ORDER AREA
PORTMORE NORTH DENSITY MAP
INSET No. 2A



LEGEND

- Highway 2000
- Road Class A
- Road Class B
- Road Class C
- Proposed Railway Line Reservation
- River/Watercourse
- Pond/Waterbody
- Portmore Development Order Area Boundary
- Portmore North LPA Boundary
- Parcel Boundary
- Wetland
- Restricted Development Area

Density

- 250 Habitable Rooms Per Hectare (100 HRA)
- 125 Habitable Rooms Per Hectare (50 HRA)

The planning authority may vary the densities and other relevant requirements or standards in order to safeguard the amenities and infrastructure existing within an area and to promote the orderly and sustainable development of that area.

* HRA - Habitable Rooms per Acre

The letters and numbers refer to policies in the Portmore Area Development Order.
The following policies apply throughout the Portmore North Local Planning Area Inset No. 2A

PN H3

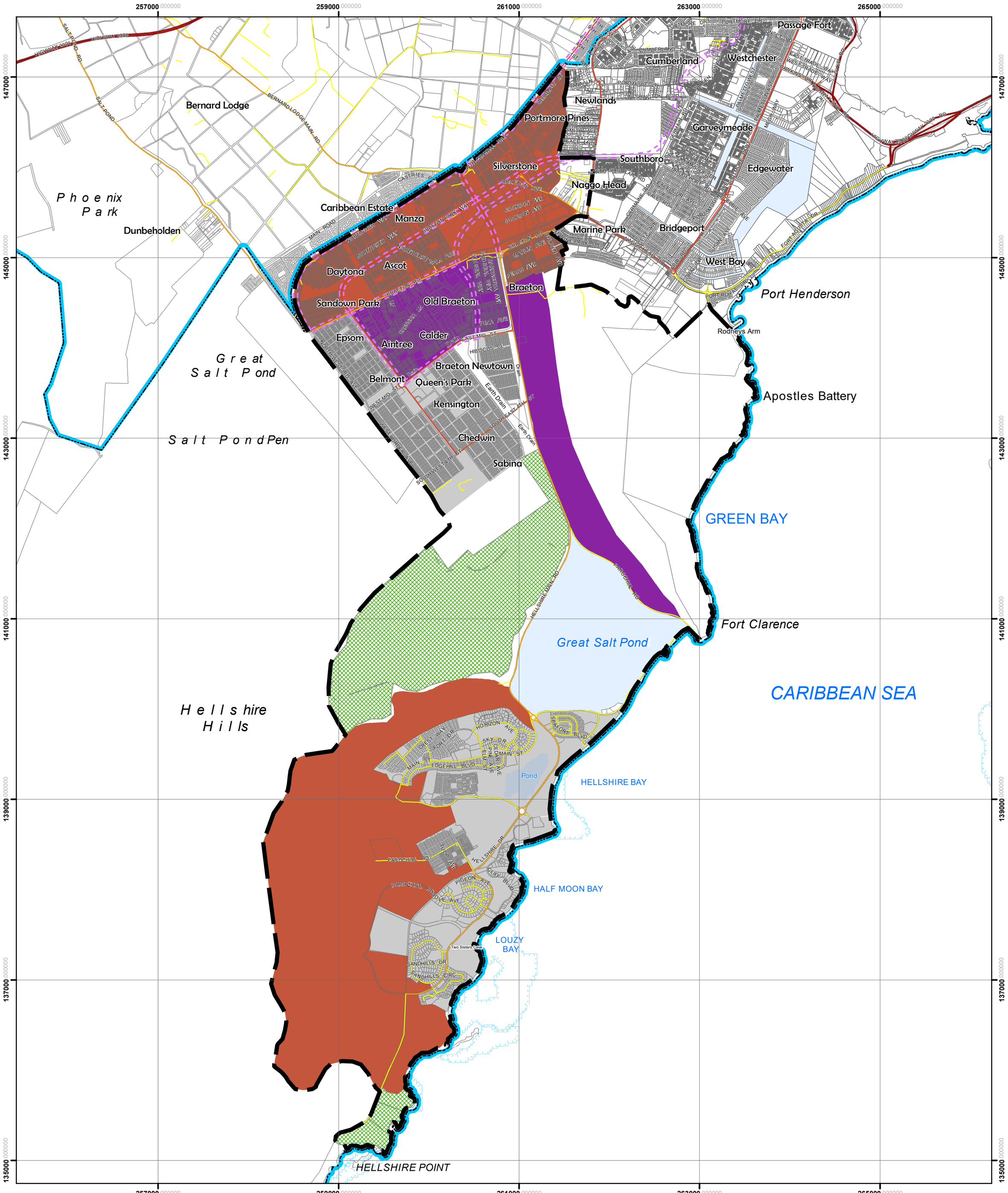
N

0 0.25 0.5 1 Kilometre

1:17,000

Prepared by: National Environment and Planning Agency
10 & 11 Caledonia Avenue, Kingston 5.
Prepared for:The Town and Country Planning Authority.
Date: December 2018.

PORTMORE DEVELOPMENT ORDER AREA
PORTMORE SOUTH DENSITY MAP
INSET No. 2B



LEGEND

- Highway 2000
- Road Class A
- Road Class B
- Road Class C
- Road Other
- Proposed Railway Line Reservation
- Pond/Waterbody
- Portmore Development Order Area Boundary
- Portmore South Local Planning Area Boundary
- Parcel Boundary
- Reef
- Conservation

Density

- 250 Habitable Rooms Per Hectare (100 HRA)
- 125 Habitable Rooms Per Hectare (50 HRA)
- 75 Habitable Rooms Per Hectare (30 HRA)
- Restricted Development

The planning authority may vary the densities and other relevant requirements or standards in order to safeguard the amenities and infrastructure existing within an area and to promote the orderly and sustainable development of that area.

* HRA - Habitable Rooms per Acre

N

The letters and numbers refer to policies in the Portmore Area Development Order.
The following policies apply throughout the Portmore North Local Planning Area Map 2B

PS H3
PS H10

0 0.5 1 2 Kilometres

1:32,000

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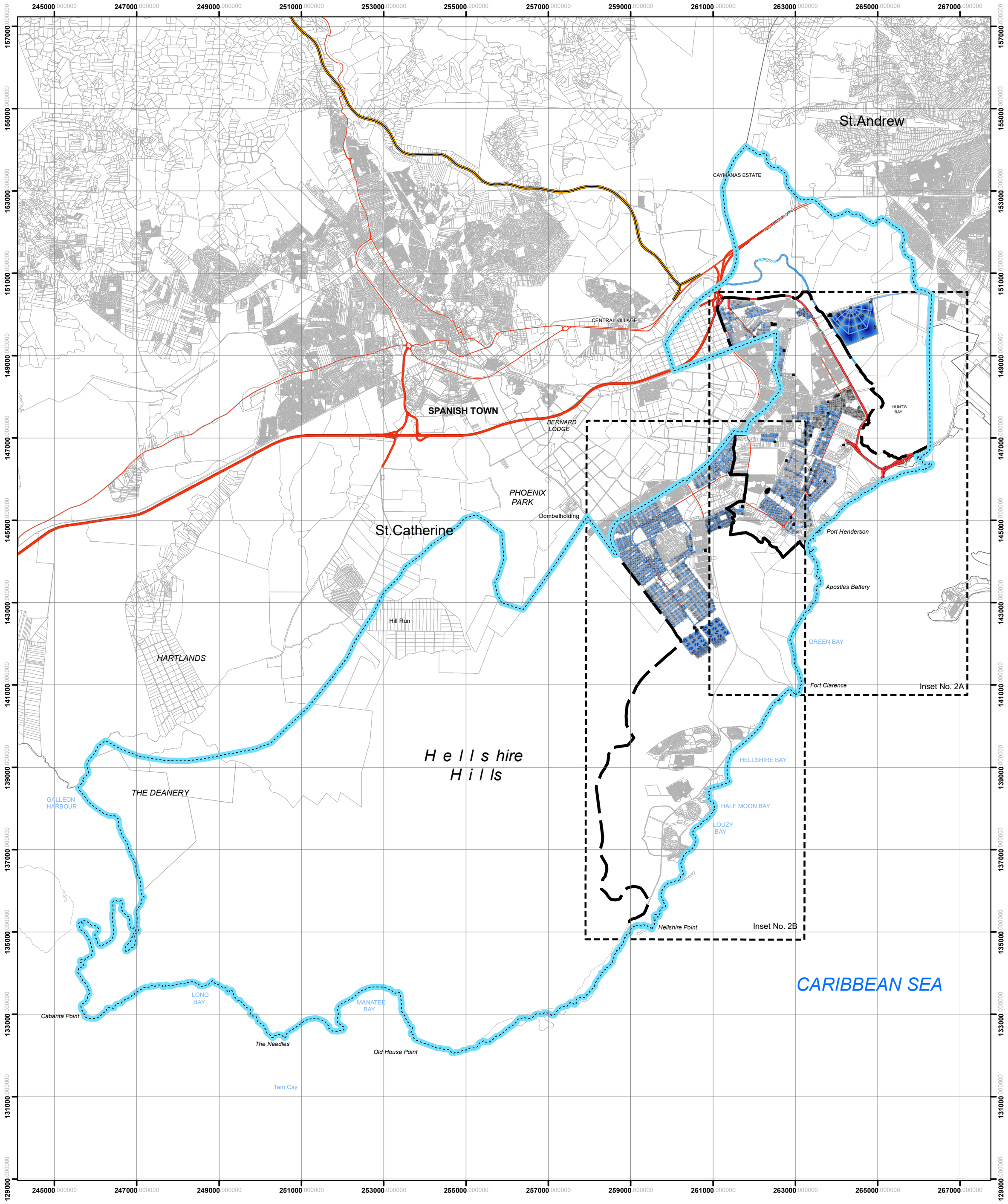
10 & 11 Caledonia Avenue, Kingston 5.
Prepared for:The Town and Country Planning Authority.
Date: December 2018.

PORTMORE DEVELOPMENT ORDER AREA
SEWAGE INFRASTRUCTURE MAP (MAP 3)



LEGEND

- North South Highway
- Highway 2000
- Road Class A
- River/Watercourse
- Sewer Line
- Manhole/Junction Box
- Portmore Township Boundary
- Local Planning Area Boundary
- Parcel Boundary
- Sewage Pond

N

0 1 2 4 Kilometres

1:70,000

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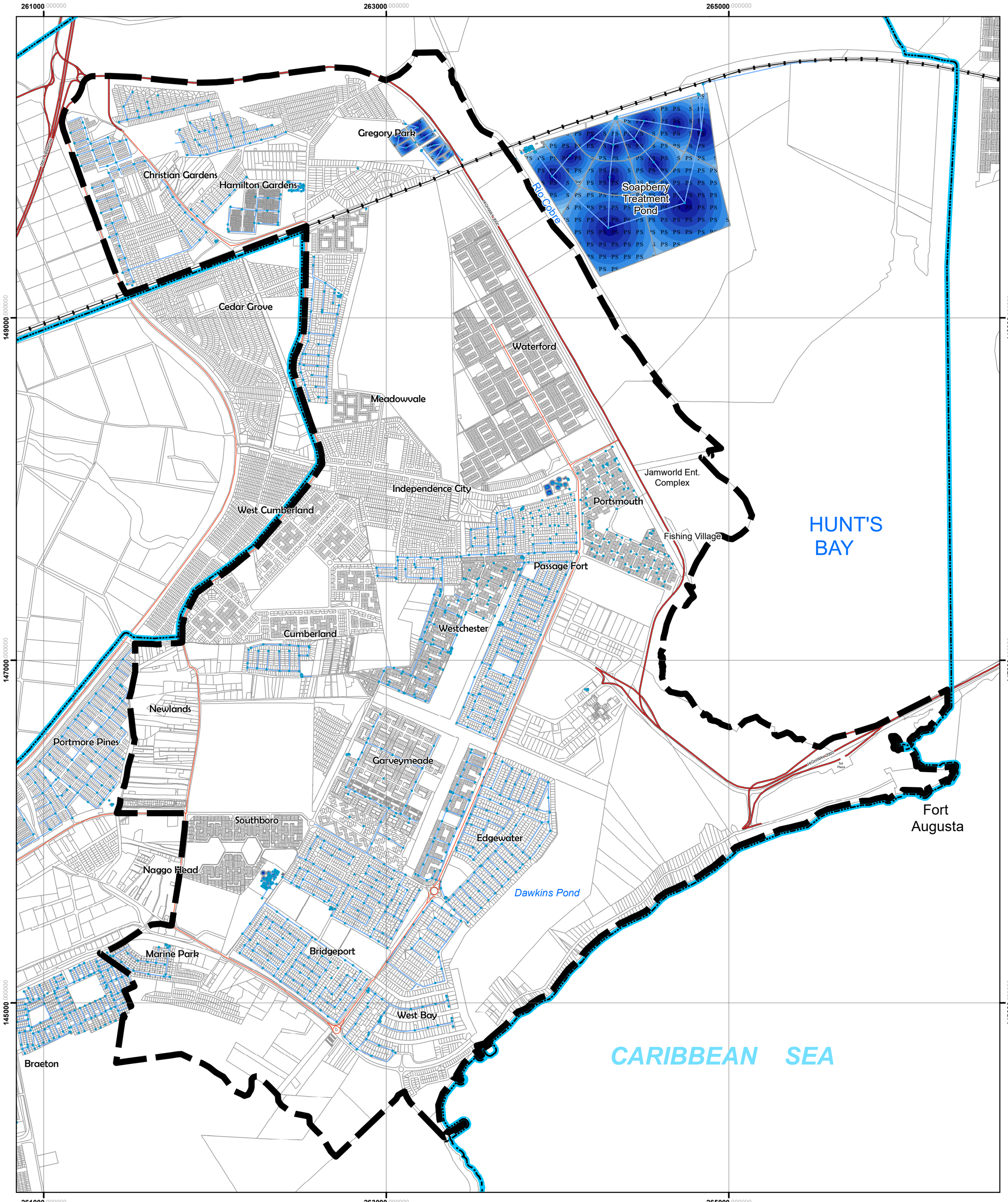
Prepared for:The Town and Country Planning Authority
December 2018

PORTMORE DEVELOPMENT ORDER AREA
PORTMORE NORTH SEWAGE MAP
INSET No. 3A



LEGEND

- Highway 2000
- Road Class A
- Railway
- Sewer Line
- Manhole/Junction Box
- Portmore Township Boundary
- Local Planning Area Boundary
- Parcel Boundary
- Sewage Pond

N

0 0.25 0.5 1 Kilometre

1:17,000

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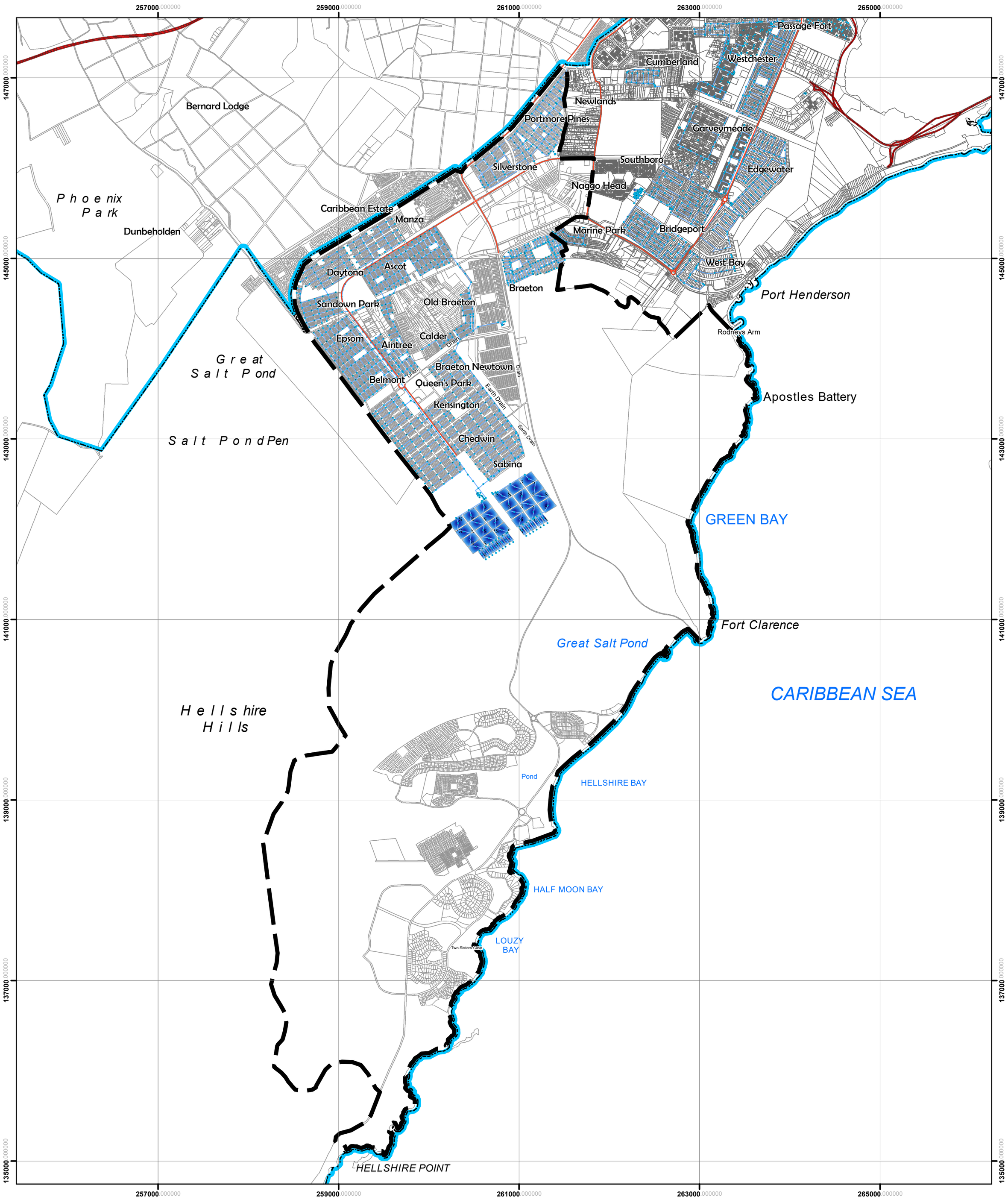
10 & 11 Caledonia Avenue, Kingston 5.
Prepared for:The Town and Country Planning Authority.
Date: December 2018.

PORTMORE DEVELOPMENT ORDER AREA
PORTMORE SOUTH SEWAGE MAP
INSET No. 3B



LEGEND

- Highway 2000
- Road Class A
- Sewer Line
- Manhole/Junction Box
- Portmore Development Order Area Boundary
- Portmore South Local Planning Area Boundary
- Parcel Boundary
- Sewage Pond

N

0 0.5 1 2 Kilometres

1:32,000

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