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THE
JAMAICA GAZETTE
SUPPLEMENT

PROCLAMATIONS, RULES AND REGULATIONS

1065

Vol. CXLI

MONDAY, DECEMBER 31, 2018

No. 155

No. 201

THE TOWN AND COUNTRY PLANNING ACT

THE TOWN AND COUNTRY PLANNING (SAINT JAMES PARISH) 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 Saint James Municipal Corporation:—

*Citation, Interpretation and General Regulations***Citation.**

- a) This Order may be cited as the Town and Country Planning (St. James Parish) Provisional Development Order, 2018.

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 I 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 sale or dispensing of 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;

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

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

“reserved matters” 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 Parish of St. James.

PART 1B - DEVELOPMENT OF LAND

**Designation of St.
James Development
Order Areas.
First Schedule.**

4. (1) The Parish of St. James 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.

(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 Business Process Outsourcing (BPO)

**Applications for
planning permission.****Part 1C**

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.
- 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 enure 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.**

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.

**Third
Schedule.**

- (2) 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 of planning
permission**

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

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

**Prohibition of
Development**

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

(2) The local planning authority may subject to any conditions as may be specified by directions given by the Minister under this Order grant permission for development which does not

appear to be provided for in this Order and is not in conflict therewith.

**Application for
Outline planning
permission.**

**Form A.
Acknowledgement of
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.

(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-

Form B
Fourth Schedule.

Requiring additional information.

- (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
- (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.

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 first mentioned the local planning authority that the development is likely to affect land in the area of that neighbouring local planning authority; or
- (b) the Chief Technical Director where it appears to the local planning authority that the development involves -
 - (i) land adjacent to a main road or land reserved for future main road improvement;
 - (ii) any engineering or other works in connection with the formation, laying out, grading or drainage of any access road;

- (iii) any works which may affect water drainage inside or outside the land to which the application relates, particularly any works affecting or likely to affect any natural water course; or
- (iv) such significant increase in traffic that the town planning and traffic engineering consideration cannot be considered in isolation from the detailed engineering implications of any such development;

Appendix 3
Fifth
Schedule

(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

(d) the Jamaica National Heritage Trust where the land to be developed is situated within 91 meters of a

- i. national monument or protected national heritage
- ii. land within a preservation scheme
- iii. sites listed in Appendix 3 of the Fifth Schedule;

(e) with the Natural Resources Conservation Authority where –

- (i) the development is occurring on land situated in a coastal zone, in or adjacent to ecologically sensitive areas, in or adjacent to conservation areas or national parks, or near rivers, streams or other water bodies;
- (ii) the development is subject to an environmental statement or environmental impact assessment;
- (iii) the carrying out of building or other operations the use of land is for the purpose of refining or storing mineral oils and their derivatives; or
- (iv) in carrying out of building or other operations the use of the land is for the retention or disposal of sewage, trade waste or sludge;

(f) the Ministry responsible for health and environmental control where the development consists of or includes the carrying out of-

- (i) works or operations in the bed or on the banks of rivers, streams or other body of water or
- (ii) building or other operations or the use of land for the purpose of refining or storing mineral oils and their derivatives; or
- (iii) building or other operations or the use of

-
-
- land for the retention or disposal of sewage, trade waste or sludge;
- (g) the Commissioner of Mines where the land to be developed is situated in any mineral deposit area;
 - (h) the Jamaica Bauxite Institute for bauxite related activities;
 - (i) the Mines and Geology Division where the land is in a hillside area and there is a potential for slope instability or where a geotechnical report will be necessary;
 - (j) the Office of Disaster Preparedness and Emergency Management where the development is situated on land occurring in areas subject to natural hazards;
 - (k) the Water Resources Authority and National Water Commission where there is to be an increase in demand for water or where effluent is to be discharged in streams or an aquifer;
 - (l) the National Water Commission where a sewage treatment plant is being proposed or connection to an existing sewerage system is proposed;
 - (m) the Civil Aviation Authority, where -
 - (i) the development is located within a 3 km radius of airports, aerodromes, airstrips, similar facilities and flight paths;
 - (ii) the structure proposed is to be within 9.26 km (5 nautical miles) of an aerodrome;
 - (n) the relevant building authority for-
 - (i) roof mounted mast or tower in order to ensure the structural integrity of the roof;
 - (ii) roof gardens to ensure structural integrity and reinforcement;
 - (iii) solar panels to ensure integrity of the roof;
 - (o) the Forestry Department where land is located in or adjoining forest reserves and forest management areas.
- (2) Where the planning authority consults with any other body under sub-paragraph (1) and the body -
- (i.) makes a recommendation to the planning authority, the planning authority shall, before granting permission, whether conditional or unconditional, consider the recommendation; or
 - (ii.) fails to make a recommendation within six weeks from the date of the consultation the local planning authority shall deal with the application unless the body agrees in writing that it is unable to meet the deadline and requests a further extension.

APPLICATIONS MADE UNDER THE ACT

**Applications
referred to
the Authority under
Section 12 of the Act**

20. (1) On referring any application to the Authority under section 12 of the Act, pursuant to a direction in that behalf, the local planning authority, shall serve on the applicant
- a) notice of the terms of the direction and
 - b) any reason given by the Authority for issuing the direction.
- (2) The notice under sub-paragraph (1) shall –
- (a) inform the applicant that the application has been referred to the Authority; and
 - (b) contain a statement that the Authority will, if the applicant so desires, afford to the applicant an opportunity of appearing before and being heard by a person appointed by the Authority for the purpose of determining the application.

Appeals**Part 1D-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

23. The local planning authority shall furnish to the Minister and to

**applications to be
given to Minister**

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.

**Compilation of land
compensation.**

(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.

**Matters to be dealt
with by development
orders.**

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.

**Fifth
Schedule.****Revocation**

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.

Savings

27. Subject to paragraph 28, the Town and Country Planning (St James Parish) Confirmed Development Order, 1982, and the Town and Country Planning Petrol Filling Station- St. James Parish Development Order 1964 are hereby revoked, but without prejudice to any permission granted or determination made thereunder.

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

FIRST SCHEDULE (Paragraph 2)**Part I****St. James Development Order Area**

Commencing at the intersection of the sea coast and the common boundary between the parishes of Hanover and St. James at Great River Bay; thence generally south easterly along the common boundary between the parishes of Hanover and St. James (which runs along the western bank of the Great River) to the common corner between the parishes of Hanover, Westmoreland and St. James; thence generally south easterly along the common boundary between the parishes of Westmoreland and St. James (along the western bank of the Great River) to Chesterfield Bridge at Chesterfield; thence generally westerly and south westerly along the common boundary between the parishes of Westmoreland and St. James to the common corner between Westmoreland, St. Elizabeth and St. James; thence north easterly along the common boundary between the parishes of St. Elizabeth and St. James to the common corner of St. James, St. Elizabeth and Trelawny; thence north easterly along the common boundary between the parishes of Trelawny and St. James to the intersection with the sea coast at Minto Manatee Hole; thence northerly along the Trelawny Development Order Area boundary to the territorial boundary; thence westerly along the territorial boundary to a point directly opposite the starting point at Great River Bay; thence southerly in a straight line back to the starting point including all off shore islands, cays and man-made and natural accretions within the territorial waters.

Part II**Local Planning Areas in St. James Development Order Area****The Greater Montego Bay Local Planning Area**

From the point where the St. James/Trelawny parish boundary crosses the North Coast Highway; thence south westerly from this point in a straight line along the St. James/Trelawny boundary to meet Vol. 976 Fol 258; thence south westerly along LV 041D1W05035; thence southerly along Vol 1369 Fol 697 to meet LV 041D1W04002; thence southerly to Vol 745 Fol 38 and South easterly along this parcel to meet Vol 1148 Fol 791; thence southerly to LV 041D1W02001; westerly along this parcel to where it meets the Spot Valley Housing Scheme; thence southerly along the Spot Valley to King Gate Road to where it meets the Rose Hall/Spot Valley Road; thence north-westerly along the Rose Hall/Spot Valley Road to where it meets Spot Valley to Mount Zion Road; thence south-westerly and along this road to where it meets Running Gut Road (P.C.R. No. 48); thence northerly along Running Gut Road to where it meets the Old Works/Blue Hole Road (P.C.R. No. 34) near Tryall Bridge; thence southerly along this road to meet the Salt Spring to Orange Estate Road; thence southerly along this road passing the Dovecot Cemetery of St James until it meets Barnett to Adelphi main road; thence easterly along this road to meet LV 041C4Y04001 at a track; thence south westerly along this track until it meets the Sign to Virgin Valley Road; thence north westerly along this road to meet the Barnett to Adelphi main road; thence westerly to meet a track; thence southerly along this track to where it meets the Montego Bay River at a bridge; thence north-westerly and along this river to where it meets a dirt road and

the Sandy Gully at Friendship; thence south-westerly along the dirt road to where it meets the Fairfield to Johns Hall secondary road; thence easterly along the Fairfield to Johns Hall secondary road to the eastern boundary of St. Johns Anglican Church; thence south-westerly in a straight line on to Williamsfield to Carmrose Road; thence northerly and along this road to where it meets a track; thence northerly along this track to where it meets the Granville to Bellevue Road; thence westerly along this road until it meets Kerr Road to meet Vol 966 Fol 503; thence southerly along this parcel for approximately 806 m; thence westerly in a straight line for approximately 2 km to where it meets LV 032B1X02001; thence north westerly in a straight line to where it meets Vol 971 Fol 185; thence southerly along an existing road to Fol 1160 Fol 2; thence north-westerly from this point in a straight line to where the Reading to Anchovy Road meets an intersection; thence northwesterly until it meets LV 032A3X02002 ; thence northerly along the Hillowtown Road until it meets Vol 1125 Fol 151; thence northwesterly along Vol 1069 Fol 863, Vol 970 Fol 611, and westerly along LV 032A3X02038; thence easterly along LV 032A3X02039 to where it meets LV 032A3X02022 ; thence northerly along this parcel to meet a track; thence westerly along this track until it meets LV 032A3X02025; thence north west in a straight line for approximately 500m to meet Cart road; thence westerly and southerly along Cart Road until it meets an intersection ;thence southerly to until it meets Paradise Claridge View Road; thence southerly until it meets Vol 1322 Fol 582, thence westerly in a straight line to a point where the boundary of Vol 1075 Fol 394 touches the Great River, thence northerly along the Great River to where it enters the sea at Great River Bay, thence south-easterly and north-easterly along the sea coast to the Trelawny and St James parish boundary and back to the starting point.

Anchovy Local Planning Area

From the point where the Anchovy to Montpelier main road crosses the Blue Hole River(Anchovy Gully) (at the bridge); thence north-westerly and along the Blue Hole River(Anchovy Gully) to the Great River in Montpelier; thence north-easterly along Great River which forms the parish boundary to a point on the south west boundary of section 1A of the subdivision of Part of Montpelier volume 1198 Folio 49; thence north-westerly in a straight line to a point on the southern boundary of section 4 of the subdivision of the same property; thence easterly along the southern boundary of section 4 to point on a motorable track which is also the western boundary of a subdivision, thence along this track to a point to the north-east corner of the property boundary at Section 4; thence westerly and thence southerly along the boundary of section 4 to the Great River, thence along the Great River to the road the Lethe Bridge; thence north-easterly along this road to where it meet the Reading to Anchovy main road, thence north-easterly along this main road to point on the railway track; thence south-easterly along the track to a point where it meets Scarlett Road, thence north-westerly along Scarlett Road to a point where it meets a track; thence south-easterly along this track to meet Bogue Hill to Anchovy Road; thence south-easterly along this road to meet the Anchovy to Catherine Mount Road; thence north-easterly and along this road to meet the Comfort Hall to Wales Pond Road; thence south-easterly and along this road to where it meets Wales Pond to Roehampton Municipal Corporation Road; thence southerly and along this road to where it meets Blue Hole; thence north-westerly along Blue /hole Road to a point where it meets the south-eastern boundary of property at Volume and Folio 1198/47; thence north-easterly, westerly along the same property boundary to a point on the Anchovy to Montpelier Main Road, thence southerly along this main road to the starting point.

Cambridge Local Planning Area

From the point where the Ducketts to Cambridge road crosses the Great River (parish boundary); thence north-westerly and along the Great River to where it meets the southern corner of property at Volume 262 Folio 28 of the Register Book of Titles; thence north-easterly in a straight line to a point on the south west corner of land at Volume 1376 Folio 195 of the Register Book of Titles; thence north-easterly along the rear lot boundaries to the rear of lot at Volume 1363 Folio 62 of the Register Book of Titles; thence in a straight line from this point to a point at the intersection of Plum Plum road and Cambridge Main Road; thence easterly and along Plum Plum Road to where it meets Mack Track, thence south easterly along Mack Track to where it meets the Cambridge to Springfield secondary road, thence along this secondary road to Fern/New Battle Road, thence along this road to where it meets a track; thence southerly along this track crossing the Rosemount Track to a point on a track leading to Shortwood Road; thence south westerly along this road to meet Shortwood Bottom Road; thence south easterly along this road to where it meets the Goose River, thence along Goose River to where it meets the Great River; thence along Great River back to the starting point.

Maroon Town Local Planning Area

From the point where the Flamstead to Maroon Town secondary road meets Maldon Road; thence north-westerly and north-easterly along Maldon Road to its junction with Coopers Hill Road; thence north-westerly along this road to where it meets the Point to Flamstead secondary road; thence north-easterly and along the Point to Flamstead secondary road to where it meets the Point to Maroon Town secondary road; thence easterly along Point to Maroon Town secondary road to meet Carlton Road at Summer Hill; thence easterly and north easterly along Carlton Road to the northern boundary of property with valuation number 042C3Y01035 ; thence along the eastern boundary to the northern boundaries of the adjacent properties with valuation numbers 042C3Y010411, 042C3Y01019 and 042C3Y01019; thence south easterly along property boundary with valuation number 042C3Y01059; thence northerly along the eastern boundaries of the same property; thence northerly and easterly along the adjoining properties to a point where it meets the western boundary of property at valuation number 042C3Y04; thence southerly, north easterly, then east then northerly to a point where it meets property boundaries at valuation numbers 042C3Z03009 and 042C3Z03008 ; thence along the property boundaries to Pembroke Road at the school; thence south easterly along this road to meet Maroon Town to Flagstaff secondary road at Flagstaff; thence generally south easterly along this secondary road to where it meets a track, then south-westerly along this track to where it meets the boundaries of the housing scheme ; thence in a straight line long the boundary to where it meets the Flamstead to Maroon Town secondary road; thence easterly from this point to where this secondary road meets the Point to Flamstead secondary road at Point Post Office; thence south-easterly along the Point to Maroon Town secondary road to where it crosses Tangle River; thence south-westerly and along Tangle River to where it crosses the Cooper Road at Mary Cooper Bridge; thence north-westerly along Cooper Road (P.C.R. No. 27) to where it meets the Springfield to Flamstead secondary road; thence south-easterly along this secondary road to its junction with Maldon Road at the Square; thence south-westerly along this road to the starting point.

Johns Hall Local Planning Area

From the point where Williamsfield Road (PCR No. 149) meets Baptism Road at a deep bend; thence southerly along Baptism Road to where it meets Johns Hall to Sutherland secondary road at a deep corner thence along this secondary road to a point at Blackshop Square; thence along a

track to where it meets Carew River near Burnt Ground Road, thence north westerly and along Carew River to where it meets Pound Road by the Spring; thence north westerly and along Pound Road to its junction with the Johns Hall to Springfield secondary road; thence along this secondary road to where it meets the southern boundary of Mount Vernon; thence along the western boundary of Mount Vernon to the northerly boundary along the Johns Hall boundary which follows a bridle path to where it meets a track at a pump house, thence north westerly and along Worcester Road to where it meets the Johns Hall to Fairfield secondary road; thence north westerly along this road to where it intersects Hurlock Road; thence along this road to where it meets the eastern boundary of property at Volume 1108 Folio 182; thence along said property boundary to where it meets Orange River; thence south easterly along Orange River to where it meets Williamsfield Road; thence easterly along this road to the starting point.

Adelphi Local Planning Area

From the point where Somerton Road meet the Adelphi to Sign main road; thence north-easterly along the Adelphi to Sign main road to where it meets Glasgow to Little Ease Road; north-westerly and along this road to where it meets a track leading to Content; thence south-easterly and along this track to meet a stone road leading to the Ministry of Agriculture building in Content; thence north-easterly and south-easterly along this road to meet the Kent to Adelphi secondary road near the Ministry of Agriculture at Content; thence north-easterly along this secondary road to meet Lima to Blythston Road; thence southerly and along this road crossing the Adelphi to Wakefield main road to a track leading to Cedar Hill Road; thence south-westerly along this track to and along Cedar Hill Road to meet Somerton Road at Seventh Day Adventist Church; thence north-westerly and along this road to the starting point.

SECOND SCHEDULE (Paragraph 5)**Use Classes Order**

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

Class 1 – Shops

Use for all or any of the following purposes: -

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

Class 2 – Financial and Professional Services

Use for the provision of; -

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

Conditions

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.

Conditions**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.

Condition**C.2**

Development is permitted by Class C subject to the following condition:-

- (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	<p>Development is not permitted if</p> <ul style="list-style-type: none"> a) the size of the antenna (excluding any projecting feed element, reinforcing rim, mounting and brackets) when measured in any dimension would exceed- <ul style="list-style-type: none"> i. 45 centimetres in the case of an antenna to be installed on a chimney; ii. 70 centimetres in any other case; b) the highest part of an antenna to be installed on a roof or a chimney would, when installed, exceed in height- <ul style="list-style-type: none"> 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- <ul style="list-style-type: none"> a) an antenna installed on a building shall, so far as practicable, be sited so as to minimize its effect on the external appearance to the building; b) an antenna no longer needed for the reception or transmission of microwave radio energy shall be removed as soon as reasonable practicable.
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Interpretation of Part 1	1.	For the purposes of Part 1- <i>“existing building”</i> 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.
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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 – <ul style="list-style-type: none"> a) the height of any gate, fence wall or means of enclosure erected or constructed adjacent to a highway used by vehicular traffic would, after the carrying out of the development, exceeds 1.22 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).
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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.
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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.
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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.
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Development not Permitted	D.1	Development is not permitted if:- <ul style="list-style-type: none"> (i) the outlet and its casing would exceed 0.2 cubic metres; (ii) the upstand and outlet would exceed 1.5 metres from surface level; (iii) it is faced onto and is accessible within 6m of a highway; (iv) it is within a site listed as a national monument; (v) more than one electrical outlet is being provided for each parking space.
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Conditions	D.2	Development is permitted by Class D subject to the following conditions:- <ul style="list-style-type: none"> (a) the development is removed as soon as is
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practicable if no longer required and

- (b) the wall on which the development was mounted or the land on which it was set
- (c) 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;

Interpretation of Class E

E.2

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

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

E.3

For the purposes of Class E –

(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
-

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;

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
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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,
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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		Mineral Working for Agricultural Purposes.
Permitted Development	C.	The winning and working on land held or occupied with land used for the purposes of agriculture of any mineral reasonably necessary for agricultural purposes within the agricultural unit of which it forms part.
Development not permitted	C.1	Development is not permitted by Class C if any excavation would be made within 15.24 metres of a metalled part of a trunk or classified road.
Condition	C.2	Development is permitted by Class C subject to the condition that no mineral extracted during the course of the operation shall be moved to any place outside the land from which it was extracted, except to land which is held or occupied with that land and is used for the purposes of agriculture.
Interpretation of Part 5	D.1	For the purposes of Part 5- "agricultural land" means land which, before development permitted by this Part is carried out, is land in use for agriculture and which is so used for the purposes of a trade or business, and excludes any dwelling house or garden; "agricultural unit" means agricultural land which is occupied as a unit for the purposes of agriculture,

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.

- 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

- 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

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 subparagraph (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;

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- 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
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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;

- 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 metres;
- (g) any part of the development would be within 25 metres of a metalled part of a trunk or classified road;
- h) it would consist of, or include, the erection or construction of, or the carrying out of any works to, a building, structure or an excavation used or to be used for the accommodation of livestock or for the

Conditions	F.2	Development is permitted subject to the following conditions:- <ul style="list-style-type: none"> (a) the proposal is within the curtilage of an existing school, college, university or hospital; (b) the development is only used as part of, or for a purpose incidental to the use of that school, college, university or hospital; or (c) any extension or alteration is constructed using material similar to that of the external appearance of the original building.
Class G Permitted Development	G	Development consisting of hard surfaces for schools, colleges, universities or hospitals or the replacement in part or whole of such a surface.
Development not Permitted	G.1	Development is not permitted if:- <ul style="list-style-type: none"> (a) the cumulative area of the ground covered by hard surface within the curtilage of the site would exceed 50 square metres; or (b) any land used as a playing field any time before the development commenced could no longer be so used.
Conditions	G.2	Development is permitted subject to the following:- <ul style="list-style-type: none"> (a) where there is risk of ground water contamination, the hard surface is not made of porous material; or (b) provision is made to direct run-off from the hard surface to a permeable or porous area or surface within the curtilage of the institution.

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-
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CLASS E

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

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

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

Class F **F**

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

Development not Permitted **F.1** Development is not permitted:-

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

hard surface to a permeable or porous area within the curtilage of a building.

Class D**Permitted Development****D**

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

Development not Permitted**D.1**

Development is not permitted if:-

- (a) the gross floor space of any new building erected would exceed 200 square metres;
- (b) the gross floor space of the original building would be exceeded by more than 50% or 1,000 square metres;
- (c) the height of building as extended or altered would exceed the height of the existing building;
- (d) the development would lead to a reduction in the parking or turning of motor vehicles; or
- (e) any part of it would be within 5 metres of any boundary of the curtilage of the premises.

Conditions**D.2**

Development is permitted subject to:-

- (a) the proposal being within the curtilage of an existing industrial building or warehouse; or
- (b) any building erected, extended or altered is only to be used for industrial purposes in the case of an industrial building and for storage or distribution in the case of a warehouse building; or
- (c) any extension or alteration is constructed using similar external material to the existing building.

Interpretation**D.3**

Where two or more original buildings are in the same curtilage and used for the same purpose they are to be treated as a single original building for the purpose of the measurements.

- (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

Development not Permitted	A.1	<p>Development is not permitted if:-</p> <ul style="list-style-type: none"> (a) the gross floor area of the original building would be exceeded by more than 50% or 100 square metres (whichever is lesser); (b) the height of the extension would exceed 4 metres; (c) any part of the development would be on land which is used for residential purpose or institution; (d) any part would extend beyond an existing building front; or (e) would involve the erection of a new building or the alteration or replacement of an existing one.
Conditions	A.2	<p>Development is permitted subject to the following conditions:-</p> <ul style="list-style-type: none"> (a) any alteration is at ground floor level only; or (b) any extension or alteration is to be used as part of, or for a purpose incidental to the use of the shop, financial or professional service establishment only.
Interpretation	A.3	<p>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.</p>
Class B Permitted Development	B	<p>The extension or alteration of an office building.</p>
Development not Permitted	B.1	<p>Development is not permitted if-</p> <ul style="list-style-type: none"> (a) the gross floor space of the original building would be exceeded by more than 50% or 100 square metres (whichever is lesser);

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:- <ul style="list-style-type: none"> (a) the land is more than one hectare; (b) the land will be used for overnight accommodation; (c) the land or site is within a safety hazard area; (d) the land or building is a schedule monument or listed building;
Conditions	C.2	Development is permitted subject to the condition that:- <ul style="list-style-type: none"> (a) any development on the land must as soon as is practicable be removed at the end of filming; (b) the land must be returned to its original condition before the development took place.
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.

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.
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“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.

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.
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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 expenses.

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.

and other users of the highway and where it is possible for vehicle to enter and leave the premises in a forward gear.

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

POLICY SP T18 Planning permission will not be granted for any development which would result in significant hazard to road users in a residential or sensitive area or which would reduce the free flow of traffic on a primary distribution road.

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

POLICY SP T19 Traffic management and engineering measures to improve local road safety and protect the environment especially in residential areas will be supported by the local planning authority.

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

POLICY SP T20 The local planning authority will normally permit proposals to assist the development of an integral transport network, a choice of transport modes and the efficient public transport system provided they accord with other relevant proposals of this Order.

POLICY SP T21 Priority will be given to coordinating land use changes with transport provision so as to minimize the need to travel by means of private automobiles.

POLICY SP T22 The local planning authorities will ensure that road improvements and traffic management schemes have regard to the provision for public transport.

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

POLICY SP T23 Proposals which promote improvements to the public transportation system or reduce adverse effects of road traffic will

normally be permitted provided they accord with the relevant proposals of this Order.

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

POLICY SP T24 **Where a dual carriageway is to be constructed or a service road is to be located alongside a main road or highway, the two tracks should be unparallel and the median or separation be such that it can be landscaped where possible to form an anti-dazzle screen.**

POLICY SP T25 **Special attention will be given to the relationship of service and other parallel roads to highways and main roads to ensure the avoidance of confusing dazzle to night drivers.**

Whilst the design of public transport vehicles and the delineation of routes is not a planning matter as such the design and location of bus stations is and requires detail attention to ensure adequate access and other provisions are incorporated into new and refurbished facilities and locations.

POLICY SP T26 **The provision of public transport facilities (including bus terminus) whether new or reconstruction needing planning permission will be required to provide suitable access and facilities, including where practicable, that for the disabled.**

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

POLICY SP T27 **In traffic sensitive areas such as in the vicinity of schools and other institutions safety measures will be supported on the roadways in order to improve safety for road users, reduce vehicle speeds and enhance the street environment.**

POLICY SP T28 **Where serious safety or environmental problems cannot be relieved by traffic management measures, new roads or road improvements, will normally be permitted by the local planning authority.**

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

other details of construction and design as required by the appropriate road authority.

POLICY SP T5

Where a dual carriage way is intended but the present need is for a single carriage way, the first should be constructed in its ultimate position within the road reservation allowing the second to be located in its correct position at a later date.

It is important that buildings and other permanent structures be constructed at suitable distances from main and other roads so that such developments will not impede future improvements if necessary to these roadways. Along a road with fast moving vehicles, buildings should also be located a far distance from the roadways, where it is safe and where the noise level will be less as this can be a disruptive element. In areas where existing reservations do not conform to the requirements and it is possible to do so, new buildings or extensions will be required to setback from the existing road reservation and no building will be allowed which could obstruct or cause y industrial process other than one falling within Class 6.be undertaken.

POLICY SP T6

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

POLICY SP T7

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

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

POLICY SP T8

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

POLICY SP T9

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

There is a high volume of pedestrian movement within several sections of the Order Area especially within Montego Bay and other local planning areas where facilities are located in close proximity to each other. The presence of utility poles in the wrong location on these roadways is a hazard to pedestrians. Most times they are located within the centre of the sidewalk or such that it is difficult to negotiate them easily and safely. The erection of these poles is development and if permission was received for their erection then they would have been likely to be in the correct position preventing them from being a hazard.

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

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 being undertaken.

POLICY SP T12 The local planning authority will ensure consistency in the location of street furniture on sidewalks which can be hazardous to road users especially the disabled.

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

POLICY SP T13 The corners of lots at intersections are to be splayed or rounded to facilitate visibility in accordance with the guidelines in Appendix 16.

POLICY SP T14 Building lines or fence lines may be required to setback in a taper where the land adjoins a main road at an intersection, bend or corner.

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

POLICY SP T15 The local planning authority will encourage the use of 'T' intersections as much as possible in the design and layout of land subdivisions while avoiding the use of "jog" intersections.

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

POLICY SP T16 Planning permission will not normally be given for development which would require direct access from or egress on to or have an adverse impact on a main road or highway.

POLICY SP T17 The laying out or material widening of a means of access will be permitted only where it does not constitute a hazard to pedestrians

SECTORAL POLICIES

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

TRANSPORTATION AND TRAFFIC

St. James is a parish with several residential, commercial and industrial zones. There is a Freeport, cruise ship terminal and one of the islands main international airport located here. Good transportation is fundamental for the conveyance of people and commodities both within and outside of the parish. It is imperative therefore, that St. James has an adequate, safe and efficient road network and transportation system which is available to all users.

Roads

The Government has taken steps to reduce traffic congestion and increase operating speeds resulting in shorter travel times in and out of St. James by constructing the North Coast Highway. This roadway stretching from Negril in the west to Port Antonio in the east is an important traffic artery which traverses the Parish and is a high speed, high volume roadway accommodating all classes of motor vehicles. It is therefore important that the traffic be allowed to flow smoothly with as little interruptions as possible by either limiting or controlling the number of access points or discouraging them.

POLICY SP T1 **The planning authorities will only grant planning permission for developments along the highway if they are located along a service road or if they are in locations which will not impact adversely on traffic flow.**

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

The *Schedule of Road Standards* within the Development Order identifies five distinct types of roadways. This hierarchy is based on the function that each road provides to the users in an area and adjacent land uses. It is therefore necessary that adequate road reservations are made and that these be protected from intrusion and development. The hierarchy is shown in the in Appendix 7.

POLICY SP T3 **All road reservations should be in accordance with the requirements set out in Appendix 7 and developments which would conflict with these reservations will not be permitted except in extreme circumstances.**

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**

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| Obj. WT4 | To ensure that all waste along the coastal area is properly handled, disposed of or recycled. |
| Obj. WT5 | To ensure that ship-generated waste is properly handled, disposed of or recycled by approved Port Reception Facilities throughout the parish/region, especially in light of the Government of Jamaica's intention to further expand the cruise ship sector. |

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- Obj. UE7** To cater for indigenous business enterprise and inward investment through the provision of a variety of sites that build sustainably on the economic and marketable strengths of the parish.
- Obj. UE8** To reinforce and improve the urban centres throughout the parish, as vibrant areas possessing a focus on business, shopping, culture, leisure and entertainment.

TOURISM

Although the tourism product in St. James is concentrated in Montego Bay, which offers white sand beaches and a variety of hotel accommodations and entertainment; the rest of the Parish also offers other activities which appeal to tourists. There are several opportunities:

- 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 complement the landscape and enhance cultural heritage.
- Obj. TO3** To develop sustainable tourism initiatives through the improvement of tourist facilities, amenities and support services, thus diversifying the tourism infrastructure
- 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.

WASTE TREATMENT AND DISPOSAL

It has become increasingly important that all waste be managed in such a way that does not create or exacerbate problems of pollution, pestilence or disease. The objectives regarding this activity are:

- Obj. WT1** To ensure that safe and sanitary conditions exist for the disposal of all types of waste, along with the required technologies and support services, without any unacceptable risk or detrimental effects to natural resource or the environment.
- Obj. WT2** To encourage reduction in the amount of waste produced and being disposed of through the collection system by encouraging and facilitating the growth of re-cycling industries which has the potential to recover raw material inputs and derive alternate energy.
- 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.
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Obj. RE2	To prevent the fragmentation of large agricultural lots into smaller non-productive units.
Obj. RE3	To ensure that lands of high agricultural capability are used for agricultural purposes only, where so designated
Obj. RE4	To promote farming and business enterprise which contributes to the vitality and viability of the rural economy and safeguards the environment.
Obj. RE5	To maintain and enhance local shopping provision which cater for convenient and accessible shopping facilities and help sustain rural communities
Obj. RE6	To maintain and enhance the vitality, viability and character of town, local and village centres in rural areas.

URBAN ECONOMY

At present, St. James has a multifaceted economic base consisting of a wide range of economic activities, yet these must be extended to guarantee more jobs for a wider cross section of the population. In this regard, growth and development should be promoted particularly in the service and tourism industries. Therefore, areas for new development will be encouraged that would boost the urban economy. It is therefore important:

Obj. UE1	To maintain and enhance the competitiveness of business including encouraging manufacturing, services, tourism, culture and the arts in Local Planning Areas.
Obj. UE2	To increase employment opportunities and economic activities in the urban areas through the identification and allocation of lands for a range of activities that will attract residents to these areas.
Obj. UE3	To provide a high quality employment environment capable of meeting the needs of a changing economy
Obj. UE4	To ensure that where possible factories are established in areas where they complement other economic activities in their vicinity.
Obj. UE5	To zone lands that will ensure the balanced development of town centres with all types of land uses taking into consideration potential impacts of climate change.
Obj. UE6	To protect and enhance the shopping role of existing towns by controlling the impact of non-retail uses.

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| Obj. M3 | To ensure minimal adverse effects on the natural and built environment, communities, the landscape, wildlife and habitats during mineral extraction. |
| Obj. M4 | To protect areas of importance such as critical landscape or nature quality from inappropriate mineral development |
| Obj. M5 | To ensure the effective and sustainable management of the Parish's mineral resources and mineral-bearing lands from the pre-mining to post-mining stage. |

ENERGY GENERATION AND CONSERVATION

Energy is an essential resource for the sustainable development of the country; resulting in an increase in demand by growing sectors. It is therefore important that there is the production of cleaner and renewable energy to satisfy the needs of the parish. To achieve this, it is important:

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| 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 the implementation of policies that will reduce energy demand and maximize energy efficiency. |
| Obj.E3 | To ensure that new developments mitigate their impact on the environment through the layout and design of energy-efficient buildings. |
| Obj.E4 | To ensure that the residents of the parish of St. James have access to safe renewable energy sources. |
| Obj.E5 | To ensure that electricity is supplied in accordance with the settlement strategy for domestic, industrial and commercial needs, where required. |
| Obj.E6 | To encourage investment and improvements in energy generation and infrastructural facilities to cater for existing and future needs, without compromising the quality of the environment. |

RURAL ECONOMY

The primary agricultural area in St. James is found in Adelphi where majority of the land is used for sugar cane production. Notwithstanding, there are farmsteads throughout the parish, making it necessary to provide opportunities in agriculture that will facilitate and promote economic growth for all residents. The intention therefore is:

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| Obj.RE1 | To ensure that agricultural development caters to both the large- and small-scale farmers and that adequate provision is made for agro-industries. |
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| Obj. C5 | To ensure that due consideration of multiple-hazard vulnerability is fully integrated in land use zoning and development proposals for the parish. |
| Obj. C6 | To support the replanting of forest for restoration of habitats, sustainable craft industries, protection of water supplies and reduction in sediment transport and debris flow. |
| Obj. C7 | To ensure the enhancement and protection of the shoreline, wetlands and sediment deposition processes. |
| Obj. C8 | To ensure that all mining and quarrying operations prevent the heavy siltation of rivers, reservoirs, water intakes, beaches and harbours. |
| Obj. C9 | To promote and encourage high quality design of new developments and landscaping. |
| Obj. C10 | To ensure that land uses are allocated in a manner which <ul style="list-style-type: none">a. does not compromise the quality and quantity of usable waterb. protects aquifers, wells, watersheds and other sources of water |
| Obj. C11 | To ensure that a range of indoor and outdoor facilities are provided in which people of all ages and abilities have an opportunity to participate in sport, recreation and leisure, while improving their quality of life. |

ARCHAEOLOGICAL SITES AND HISTORICAL BUILDINGS AND MONUMENT

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| Obj. C12 | To ensure that cultural heritage assets are enhanced and protected and are accessible to all. |
| Obj. C13 | To secure the maintenance of Listed Buildings, Conservation Areas and other features of historic and archaeological importance. |

MINERALS

Minerals are valuable; hence, they should be protected from sterilization by urban and other development and it is also imperative that their extraction be carried out in a sustainable manner. Due to their importance in the economy, the objectives to ensure their proper management are stated below:

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| Obj. M1 | To ensure that all mining and quarrying activities are undertaken in an environmentally friendly and sustainable manner that will enhance rather than destroy the environment. |
| Obj. M2 | To safeguard against all forms of pollution resulting from mining and quarrying activities. |

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| Obj. H4 | To ensure that there is efficient use of land in terms of density, and that provision is made for a suitable mix of size, type and tenure of housing. |
| Obj. H5 | To ensure that proposals for new housing development meet the local needs of specific groups including those unable to compete on the open market, the elderly and persons with disabilities. |
| Obj. H6 | To ensure that new residential development is ideally located close to economically developed sites, taking into consideration employment opportunities, retail, education and training facilities, the environment, infrastructure, traffic and other essential services. |
| Obj. H7 | To ensure the design and layout of new housing development is in keeping with the character of the local area, and includes appropriate open space and landscaping, to create an attractive living environment. |
| Obj. H8 | To contribute to the revitalization and regeneration of poor-quality residential neighborhoods. |

CONSERVATION OF THE NATURAL AND BUILT ENVIRONMENT

The St James Development Order Area has a diverse but fragile ecosystem, including several endemic species of flora and fauna and extensive fresh water systems. The area is also noted for its historic and geological features and the roles they play within the natural and built environment, and therefore, their need to be protected and preserved. The objectives relating to these therefore, are:

THE NATURAL ENVIRONMENT

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| Obj. C1 | To ensure that development is sensitive to climate change impacts and enhances the most important landscape quality and biodiversity features of the parish. |
| Obj. C2 | To protect and enhance areas of high characteristic landscape and amenity value and scenic routes throughout the Order Area. |
| Obj. C3 | To prevent any increased marine and coastal contamination and degradation including those attributed to climate change (e.g. sea level rise, storm surge and erosion), which would adversely affect sectors, particularly the tourism and fishing industries. |

THE BUILT ENVIRONMENT

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| Obj. C4 | To prevent the occurrence of increased surface runoff which could result due to excavation of slopes, diminished vegetation cover and compacted soils |
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with the standards established by the Ministry responsible for Transportation are permitted.

- Obj. T5 To ensure the reservation of adequate land for all transportation purposes including managed retreat from coastlines and other climate threatened regions whilst minimising impact on surrounding land uses.
- Obj. T6 To seek the provision of adequate parking areas to cater for buses, taxis and other forms of public transport especially in Local Planning Areas.
- Obj. T7 To ensure that new developments are properly designed and located with adequate parking to contribute to proposed and existing patterns of road layout and traffic movement.
- Obj. T8 To promote sustainability through the appropriate location of development in relation to existing or proposed transport infrastructure and other supporting facilities throughout the urban and rural environment.
- Obj. T9 To reduce congestion in urban centres through a fast and efficient public transport network and first-class pedestrian systems.
- Obj. T10 To encourage alternative modes of transportation by creating an environment that encourages walking-ability, cycling and mass-transit use adding to increased opportunities to live close to work, and satisfy day-to-day needs locally, without dependence on private motor vehicles.

HOUSING

The provision of adequate housing—in terms of an appropriate amount, range of accommodations, location in relation to jobs and services and affordability—is a fundamental objective for the Planning Authorities. Over the years, the high rates of rural-urban migration have not been accompanied by the provision of adequate housing to match the increased demand, giving rise to largely unplanned development. The housing sector objectives are therefore:-

- Obj. H1 To ensure that special attention is paid to the design and layout of all housing developments, considerations are incorporated for potential climate change impacts, the provision of necessary infrastructure and amenities so that these form an integral part of the local planning/growth areas and that adequate pedestrian walkways with linkages to transportation routes are available.
- Obj. H2 To allocate sufficient and appropriate new housing lands to allow housing development to proceed in line with need over the life of the Development Order
- Obj. H3 To ensure that wherever possible, the use of redundant buildings or previously developed sites within the built-up areas (brownfield sites) is used for housing development before developing greenfield sites.
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- (3) The Glossary is intended to be used as an aid to understanding the terms used in the written statement
- (4) When considering the possible use of a site reference should be made to the "Use Classes Order" (Second schedule) and Permitted Development (Third Schedule) and any planning permission controlling the use of the building or land.
- (5) In preparing this Order the Authority has tried to keep technical phrases and jargon to a minimum but where an unavoidable explanation of the more complicated terms is given.

ACKNOWLEDGEMENT

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

OBJECTIVES

The following objectives provide a detailed framework within which policies are formulated and against which the success of policy implementation can be evaluated qualitatively or quantitatively. They are listed sectorally to reflect the "Planning Strategy" and long term intentions of the planning authorities, guiding their decision making processes throughout the Development Order Area.

TRANSPORTATION

Throughout the years, transportation has been a core component of the parish's development, especially so in recent times. , The sector strategy requires infrastructure that allows for maximum efficiency in the movement of goods and people by vehicular traffic. With regards to public transport, this service is provided by buses and route taxis. Traffic congestion is most evident in the primate city, Montego Bay, where intense business and commercial activities take place and inadequate parking facilities are generally commonplace.

It is therefore imperative that the transportation infrastructure within St. James be at a standard which allows for maximum efficiency for all users. The objectives that will therefore guide the further development of the transport sector are:

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| Obj. T1 | To ensure the integration of transport strategy with town planning and country planning and land use zoning, taking into consideration climate change scenarios. |
| Obj. T2 | To have a transportation system that allows safe and easy movement in and around the parish, and which enhances access to and from other parts of the island. |
| Obj. T3 | To ensure that the Municipal Corporation roads continue to be effective corridors for the movement of people and goods throughout the Order Area. |
| Obj. T4 | To ensure that the number of entrances onto the main road and, or highway system are kept to a minimum and that only those that comply |

Quarrying as an economic activity involves the extraction of limestone, sandstone, marl and stone crushing plants which provide materials such as gravel mainly for the construction industry taking place in the parish and nearby towns.

TRANSPORTATION

The parish transport system consists of taxis, buses (including coasters and Jamaica Urban Transit Company Buses), mini-buses and the Montego Bay Metro. Taxis are the most popular mode of transportation used by travellers to get in and around the tourist areas and are normally used for short destination travel, other individuals travel by their own means of transportation such as private motor cars.

Due to the hilly terrain of the parish, only small buses travel to the rural areas. Large buses such as JUTC buses travel in and around Montego Bay Metropolitan Region and along the newly built North Coast Highway. The Montego Bay Metro travels within the capital city and some of the suburbs such as Greenwood and Cambridge. There is also the Jamaica Knutsford Express that links Montego Bay to Ocho Rios and Kingston.

There is a vast road network that links all rural areas to the urban centres and to all communities within the development order area and also to neighboring parishes. The main thoroughfare is the North Coast Highway which runs through the parish along the coast.

The Sangster International Airport and the Montego Bay Freeport are also located in the Order Area

Scenic Areas

There are many interesting monuments and historic and architectural sites which are an important connection to our rich heritage located throughout the parish. The Jamaica National Heritage Trust has declared some of these as preservation sites, however, there are others that are worthy of preservation because of their history, architectural and archaeological significance.

MAJOR LOCAL PLANNING AREAS (GROWTH AREAS)

VISION

The vision for St. James is a sustainable approach to the creation and maintenance of communities through a wide range of social and economic opportunities by making effective provision of land for the promotion of housing, shopping, leisure, tourism, community and educational facilities and agriculture in different sizes at different locations especially where a safe and attractive environment is needed for health and social prosperity.

PLANNING STRATEGY

In preparing this Order the Authority has had regard to the planning Guidelines Statement etc. to which development must conform.

The Shale formation occurs mainly in the middle of the parish near Johns Hall and also at the southwestern section of the parish near Huntly. They are deeply weathered and usually red, red-brown or yellow-brown in colour.

Land Capability

Most of the lands in St. James are not suitable for the cultivation of most crops due to the presence of steep slopes that are characterized by severe erosion. However, there are a number of areas that can accommodate small-scale, diversified agricultural production which may be viable for both commercial exports and for local consumption.

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 on 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

St. James is one of the fastest growing parishes in the island with an economic base revolving mainly around tourism, agriculture, commerce and manufacturing industries.

Tourism is the main source of employment with one in every four persons employed in the sector.

Agricultural activities include forestry, the production of sugar cane and other domestic crops such as bananas and citrus which are cultivated on a number of small holdings located in Green Pond, parts of Irwin, parts of Retirement and the rest of the parish.

There are approximately 60 manufacturing establishments in the south of the parish, mainly involved in garment, construction, woodwork, and food processing. There are also 4 areas zoned for industrial development and these are The Montego Free Zone, Bogue Industrial Estate, Ironshore and Rosemount.

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

coastline. All four species of mangroves found in Jamaica the Red Mangrove (*Rhizophora mangle*), Black Mangrove (*Avicennia germinans*), White Mangrove (*Languncularia racemosa*) and Button Mangrove (*Conocarpus erectus*) are identified in these areas.

Most of the vast number of vascular plant species found in St. James and other unique plants that grow in the region are found in the Cockpit Country. The same applies to birds, snakes and butterflies.

NATURAL CONDITIONS

Topography

The elevation of the parish of St. James goes from sea level up to 1524 meters in the mountainous regions. This results in the area consisting of a narrow coastal plain and an interior with mountains interspersed with gentle slopes. The highest point is the Nassau Mountains which rise from St. Elizabeth, south of the parish extending diagonally across the Parish to a point just south of Montego Bay

Climate

St. James generally experiences a sub-humid tropical climate, with the difference in temperature mainly arising from altitude. In coastal areas such as Montego Bay, the daily temperatures are normally higher than in the higher elevations. The warmest months of the year are normally June to August and the coolest occur between December to February.

The mean monthly relative humidity ranges between 74 and 87 percent and is low in the afternoon and high in the morning.

There istwo distinct wet seasons, from May to June and October to November which sometimes extends to December. The parishes rainfall ranges between 1000mm to 2000mm annually with lower values experienced in the lower elevation and the higher values in higher elevations.

The Northeast Trades are the dominant wind source during the days and is influenced by sea breezes, which result in an average wind direction of east-northeasterly, blowing at an average speed of 15 knots. At night, there is a general reorientation of the wind to a southerly direction, blowing at an average of 5 knots. However, between December to March as a result of the influence of cold fronts originating out of North America, the "Northers" result in northwesterly winds occurring.

Geology

About two-thirds of the parish consist of limestone of various rock formations which is categorized in eight major types, among them is alluvium occurring chiefly as coastal strips in the Montego Bay River flats and extending into inland basins near Long Bay. There is also the Coastal Limestone and raised Beach Deposits which comprises the Falmouth series extending around the coast as a narrow strip of coral reefs which have been planed off by wave action and the White Limestone formation which runs from the south towards the north covering most of the parish. It is normally very hard with massive bedding and resistance to weathering. Yellow Limestone and Limestone shales are the other limestone formation most prevalent in the St. James Development Order Area.

NATURAL RESOURCES

Natural Resources in St. James are not wide-ranging but include physical assets such as various minerals, wetlands and beaches which can and have been put to productive use over the past couple of decades.

Minerals

The central to the southern region of the parish has been identified as potentially bauxite bearing areas by the Mines and Geology Division. The parish also has an estimated Lottery Deposit Skid Resistant Aggregate Reserve of 12.6 million metric tonnes. This resource meets and exceeds all major international standards for high -quality road, rail and building construction aggregate. This bodes well for the Parish as it has export potential particularly to markets in the United States.

Landscape

St. James is noted for its fine beaches and scenic beauty. These include beaches at Greenwood, Rose Hall, Ironshore, Mahoe Bay, Walter Fletcher, the world famous sheltered Doctor's Cave Beach, Cornwall Beach, Montego Freeport, and Spring Gardens. Great River, which serves as the boundary between St James and its neighboring parishes Hanover and Westmoreland, and the Montego River, which rises in central St. James and flows north, then west to Montego Bay, are the two main rivers. The bay is surrounded by picturesque low mountains and the coastland near Montego Bay is occupied by numerous tourist resorts.

Water Resources

The water resources of the parish consist of both surface and underground water. Freshwater is perennially available from the major streams throughout the parish. The Great River which is one such source has a small to moderate flow and the other major river, the Montego River is also in a similar situation. Another significant water source is Gales Valley, which has numerous small ponds, some of which are spring fed, but most of them are fed by surface runoff. The remainder of the parish is divided into two sections, one with intermittent streams and the other with little to no surface drainage due to the karstic nature of the limestone aquifer.

Due to a large amount of limestone in this parish, some small streams disappear or have segments that sink into the limestone and in some instances resurface farther downstream. The limestone aquifers provide large quantities of fresh groundwater from fractures and solution cavities with wells providing approximately 40 percent of existing water supplies.

Forestry

Approximately 49 percent of the total land area of St. James is still covered by woodland which comprises several forest reserve and crown land that is; a section of the Cockpit Country Forest Reserve, Jericho, Garlands, Chatsworth, Fyffe & Rankin, York & Equity, Chesterfield, Windsor Lodge, Montego Valley and Belfont Forest Reserves. The forested areas fall into four main categories; Pre-montane Wet Dry Forest, Pre-montane Moist Forest, Tropical Moist Forest and Tropical Dry Forest. The Tropical moist forest, Pre-Montane Wet Dry and Pre-Montane Moist Forests stretches from the north-central part of the parish to the southern part. The Tropical Dry Forest is found in the northern half of the parish. It comprises three subtypes, disturbed lowland/submontane semi-deciduous, mixed season evergreen and semi-deciduous and lowland drought deciduous shrubland. In the limited wetlands, the Bogue Lagoon in the west and Greenwood-Long Bay in the east are few stands of mangrove forests that are scattered along the

DEMOGRAPHY

Population Size and Growth

In the most recent population census (2011), St. James recorded a total population of 183, 812 persons, of which the city of Montego Bay accounted for more than half of the population with 59.9 percent (110,115) of the persons residing there. The rate of population growth has been gradually increasing since 1991. Between 2001 and 2011, the population of St. James grew by 4.9%, with a growth rate OF .49 percent per annum, a relatively low rate in comparison to the period 1991- 2001 when the population increased by 15.1 percent at a growth rate of 1.65 percent per annum.

This high population growth reflected a natural increase due to urbanization and associated tourist activities. Population projections indicate an increase in population, to approximately 199,068 persons in 2021. It is expected to increase even further to 209,509 persons by 2031.

Population Composition

An analysis of the population structure for St. James showed that the parish had a youthful population yet aging population. The proportion of the population under 25 years moved from a high of 60.78 percent of the total population in 1982, to a low of 47.05 percent in 2011. In contrast, the population over 65 years of age has increased gradually, accounting for 5.98 percent of the total population in 1982 to 7.03 percent in 2011. The economically active group has increased since 1982 moving from 55.68 percent in 1982 to 65.99 percent in 2011. Continued growth of this group has resulted in a declining dependency burden since 1982, moving from approximately 80 dependents per 100 economically active in 1982 to 51 dependents in 2011. The sex ratio in 2011 was 103:100, which indicates that a higher percentage of the population in the parish were males which have been the significant change in the sex ratio since 1982.

Population Distribution and Density

The majority of the population of St. James resides in the main urban areas of the parish. Notwithstanding, the population distribution varies considerably among the urban areas, with the higher density occurring in the urban areas of Montego Bay, Cambridge and Anchovy and lower densities in Maroon Town, Adelphi and other rural areas.

Labour Force and Employment

From the 2011 STATIN Population Census, the order area had a total Labour Force of 137,094 persons, in which females outnumbered males accounting for approximately 48 percent (48%) of the Labour Force.

Employed and Unemployed Labour Force

Employed persons accounted for 71,701 or approximately 52 percent (52%) of the Labour Force while the unemployed accounted for approximately 8 percent (8%).

In St. James, however, the importance of the Tourist Industry is highlighted by the fact that 13.2 percent of those employed were in the sector.

FIFTH SCHEDULE**STATEMENTS****Section – 1 The Planning Framework****ST. JAMES PARISH DEVELOPMENT ORDER AREA**

St. James is located in the north-western section of the county of Cornwall at latitude 18° 31 N and longitude 77° 59 W. It has a land area of approximately 594.9 square kilometres (km²). The Caribbean Sea forms the northern boundary, while the Great River forms the western boundary with Hanover. It is also bordered on the southern side by the parish of Saint Elizabeth and on the east by the parish of Trelawny. A detailed description of the boundaries is outlined in the first schedule and delineated on Map 1 attached hereto.

HISTORY

St. James was one of the second group of parishes formed in Jamaica and is said to have been named by Sir Thomas Modyford, the Island's first English Governor, in 1665 for the Duke of York who later became King James II. The parish was also home to Jamaica's oldest inhabitants, the Tainos, these 'early natives' affectionately referred to as the 'Fairfield people', in honour of a site near Montego Bay where characteristics of their pottery have been found. Located in the parish is also the first site 'Melilla' which was built by the Spaniards.

At the beginning of the English occupation, the parish was one of the poorest in Jamaica and had no major town. There was little commerce, except for the export of lard. After the signing of a peace treaty in 1739 with the Maroons, commerce began to improve, mainly in the Montego Bay area. Plantations began to develop which assisted the parish in becoming one of the most important sugar producing parishes of that era.

In 1795 and 1811 fire destroyed a large part of the Montego Bay area. After being rebuilt it was again destroyed in 1831 by a group of slaves led by Samuel Sharpe. It was the last slave uprising in the Parish with over 300 slaves being hanged in the Montego Bay marketplace now called Sam Sharpe Square. After emancipation in 1834, the fortunes of the parish declined until the banana trade was promoted by J E Kerr and Company.

The Parish now has the Sangster International Airport, a cruise-shipping port, and a trading and processing centre. There are also many seaside resorts creating a thriving tourism industry which is the major foreign exchange earner for the parish.

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.

FORM B

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

TO BE ENDORSED ON NOTICES OF DECISION

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

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

FOURTH SCHEDULE**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.

reception or transmission of micro wave
radio energy shall be removed as soon as
reasonably practicable.

PART 10 - TELECOMMUNICATIONS OPERATIONS
Class A

Permitted development	A.	The carrying out of the proper design and siting of Telecommunications Network – <ul style="list-style-type: none"> (a) most conventional television aerials and their mounting or poles. Many of the smallest antenna systems that may be covered by the normal principle of de minimis and/or may not have a material effect on the external appearance of the building on which they may be installed; (b) apparatus such as radio masts which is being installed on the ground not exceeding a height of 15 meters (45ft) above ground level or the height of any apparatus which it replaces whichever is greater but not including antennae installed on radio masts; (c) satellite antennae except when precluded in any Development Order.
Development not permitted	A.1	Development not permitted by Class A <ul style="list-style-type: none"> (a) Cellular towers/masts and mono poles that are being placed in residential areas, schools and hospitals (b) the cellular tower/mast and mono poles that are being located in areas of scenic beauty, protected buildings, national monuments, conservation and or protected areas and sites protected under the Jamaica National Heritage Trust Act and the Town and Country Planning Act.
Conditions	A.2	Development is permitted by Class A subject to the following conditions- <ul style="list-style-type: none"> (a) an antenna installed on a building shall, so far as practicable, be sited so as to minimize its effect on the external appearance of the building; (b) an antenna no longer needed for the

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

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.

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

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

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.

- (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.

PART 9 - AVIATION DEVELOPMENT

CLASS A		Development at an airport
Permitted development	A.	The carrying out on operational land by a relevant airport operator or its agent of development (including the erection or alteration of an operational building) in connection with the provision of services and facilities at a relevant airport.
Development not permitted	A.1	Development is not permitted by Class A if it would consist of or include- <ul style="list-style-type: none">(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.

POLICY SP C32 **Development which will adversely affect the integrity of conservation areas (or listed RAMSAR sites) will not be considered unless the local planning authority is satisfied that there is no alternative solution; and there are imperative reasons for overriding public interest for the development.**

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

POLICY SP C33 **The planning authorities will not consider applications for development which do not indicate all natural land features to be retained during construction with details for their protection during the period.**

POLICY SP C34 **Planning permission will not be given for developments which will adversely affect any water resources or flow, quantity and quality of water in rivers or streams.**

POLICY SP C35 **No development will be permitted on lands adjacent to the lines of high water mark which would preclude public access to and along the foreshore.**

POLICY SP C36 **The local planning authority will not encourage any development along the coastline or within any mangrove forest which will negatively affect the integrity of the area.**

POLICY SP C37 **The planning authorities will ensure that environmentally sensitive or vulnerable areas are reserved as natural areas and greenbelt preserves for wild life and recreation whenever possible and be used as open space buffers between incompatible land uses.**

Strategic gaps protect areas of open and undeveloped lands between local planning areas from development where this weaken or prevent the identity of the individual planning area. Although these gaps will be permanent and have long term importance to the settlement pattern there will be instances when small scale informal and open recreational uses may be acceptable. Where buildings related to ancillary uses are allowed the footprint should not exceed what was existing. Agriculture and forestry will however be supported.

POLICY SP C38 **Within the strategic gaps, development which would not diminish visually or physically the amount of open and undeveloped land will be permitted.**

In addition to the scenic areas listed in Appendix 5, there are also a number of linear routes that provide landscape and amenity corridor. In some cases these corridors are also of recreation and wild life value such as rest stops along main roads. The local planning authority will resist

POLICY SP C26 **The planning authority will not normally encourage development within the aquifer recharge and watershed area that threatens to undermine or is in conflict with the natural functions of this area.**

POLICY SP C27 **Agriculture may be allowed in watershed areas if the activities meet the requirements set by the Forestry Department or the controlling authority and is properly managed to reduce the effects of soil erosion and chemical runoff.**

Small areas of local natural landscape importance may also merit protection where it adjoins, penetrate, or separate urban areas. It contains the spread of development and provides ready access and recreation for the towns inhabitants, but are always under acute pressure for development.

POLICY SP C28 **The local planning authority will seek to retain small areas of important natural landscape and encourage the maintenance of the urban fringe without deterioration into a neglected unattractive appearance.**

Caves in St. James are notable geological features and are important habitats for endemic cave adapted species of insects and vertebrates. It is a smaller scale ecosystem with a number of bat species that are often found in limestone caves with the potential for visitor appeal which should be subject to strict development control. The Jamaica Caves Organization (JCO) has one hundred and nineteen caves/sinkholes recorded for the parish of St. James. Of that number twenty-six (26) have been confirmed as bat cave roost by both NEPA and the JCO. The JCO have noted that guano mining and tourism (using kerosene torches) have had an effect on the bat populations. This is especially true for guano mining which has been associated with a reduction of the numbers of bats in caves such as Mocho Cave known historically to have large populations. The local planning authority will try to protect the caves from the adverse effect of these uses through planning controls. A list of Caves is indicated in Appendix 6.

POLICY SP C29 **The planning authority will not permit any development which will result in the endangerment of any species of bat in any caves or alter airflow/natural water flow of such caves.**

POLICY SP C30 **The local planning authority will ensure that the phosphate deposits in caves are extracted on a sustainable basis through the imposition of planning conditions.**

POLICY SP C31 **The planning authorities will normally permit eco-tourism development which will not result in the alteration or degradation of caves and supporting ecosystems.**

Development which is likely to harm a site of importance for nature conservation whether directly or indirectly will not be permitted unless the local planning authority is satisfied that the need for such development outweighs the nature conservation value of the site. Where such development is permitted provision shall be made for replacement or substitution of habitats or features as appropriate.

POLICY SP C20 Trees of amenity or scientific value may be placed under Tree Preservation Order to ensure their protection where necessary.

The topography of the parish does not lend itself to the formation of major wetlands since it is very mountainous and there is only a narrow plain along the coast to the north. Wetlands are therefore limited to a few stands of fringing mangrove forests that are scattered along the coastline. The two major wetlands are Bogue Lagoon in the west and Greenwood-Long Bay in the east, both of which contains mangrove forests with varying amount of the four species of mangrove.

The Bogue Lagoon serves as an important habitat for rare and endemic species as well as a fish nursery and was designated as a Game Reserve under the Wild Life Protection Act in 1997. The Long Bay wetland area provides shoreline stabilization and a roosting habitat for several Columbid species. The Greenwood wetland is located further inland and is separated from the coastline by the north coast highway. It contains mostly black mangrove as well as a number of pond systems that are located within it.

POLICY SP C21 No planning permission will be given for any filling or other operations in the wetland areas that will interfere with their natural functions or that will in anyway destroy their existence.

Water sources in the Order Area are used for recreational, domestic and agricultural purposes. The existing vegetation, rivers and streams within the parish enhances its amenity and should be protected.

POLICY SP C22 All rivers and streams will be preserved for domestic, agricultural and recreational purposes and the local planning authority will not grant permission within their reaches for any activity that will defeat this purpose.**POLICY SP C23 In areas where development is permitted adjacent to rivers or streams, the setback shall be a minimum of 30 metres from the banks and may, in relation to the physical conditions existing in the area, be varied by the planning authorities.****POLICY SP C24 The planning authorities will ensure that environmentally sensitive or vulnerable areas are reserved as natural areas and greenbelt reserves for recreation whenever possible and used as open space buffers between incompatible land uses.**

Watershed Management Units protect areas that are important to the parish's water supply. They are lands that are drained by rivers and their tributaries and contribute to the conservation of water resources. They can be used for agricultural purposes as long as good cropping policies are employed and there is no deleterious effect on the environment.

POLICY SP C25 Development that would result in the excessive removal of trees within upland and watershed areas will not be allowed by the planning authorities.

topping, pruning, changes to drainage patterns or ground levels, or compaction of roads), upon areas of woodland, as identified on the land use proposal map.

POLICY SP C14 Where possible, utility service lines should not be placed under tree crowns, through shrub or proposed landscape areas and the planning authority will be mindful of this in dealing with applications.

Trees are vulnerable to damage during construction period and measures have to be taken to protect them. It is normal in such situations to have them fenced and site work in their vicinity controlled.

POLICY SP C15 Developers will be required to protect existing trees that are to be retained on a construction site in accordance with instructions from the local planning authority.

POLICY SP C16 Consideration will be given by the local planning authority to the protection of trees on neighbouring premises where roots and branches might extend into development site and may be affected by the new development.

The Parish has a diverse landscape much of which is attractive owing largely to the efforts of the farmers who have used good agricultural practices over the years to protect the environment. The following policies are therefore designed to assist in conserving and enhancing the rich landscape heritage and retain the substantial areas of essentially unspoilt rural quality where they exist.

POLICY SP C17 The local planning authority will not normally support development that is likely to cause a loss of or material change to natural landscape areas and features which are:

- i) Of historic interest
- ii) Unspoilt quality free from urban intrusion
- iii) Of rare or possible unique service quality

POLICY SP C18 Development will not be permitted at or near nature reserves or sites of special scientific interest unless it can be shown that the proposals will not materially harm the maintenance of the scientific interest.

The replacement of mature trees by new planting in order to accommodate development is usually less acceptable than the retention of existing trees. This is due to the fact that replacement trees take a long time to mature and provide the same level of amenity. To protect trees on development sites no disturbance should be permitted at or near the crown spread of the tree unless precautionary measures are taken.

POLICY SP C19 Development proposals for a site which includes mature trees should be accompanied by detailed survey identifying the location, species and welfare of the trees.

POLICY SP C7 **Planning permission will not be given for any form of development which will result in the degradation of habitat for endemic or endangered species of flora and fauna.**

Forest reserves containing natural or near natural forest are of great wildlife values, because by law no birds within the boundaries may be hunted and any use of the plant life is subject to Government Regulation.

POLICY SP C8 **Valuable existing wildlife habitats will be protected and the planning authorities will if necessary refuse planning permission where a proposal is likely to result in the loss of habitats or wildlife population of major importance.**

Trees are a valuable contribution to environmental quality especially in residential areas where the neighbourhood is enhanced by them. Established trees in some areas are under threat of being destroyed due to continuing development. The local planning authority will where possible try to protect as many good trees as possible by encouraging the local authority to place them under "Tree Preservation Orders". Assessment will be taken however, to determine the amenity value to the locality before such action is taken.

POLICY SP C9 **The planning authorities will resist the destruction of trees or clusters of trees where they are of amenity value and will if necessary encourage the Local Authority to place Tree Preservation Orders on such trees to ensure their protection.**

POLICY SP C10 **The local planning authority will not permit development which would adversely affect existing trees worthy of retention particularly those subject to Tree Preservation Order.**

POLICY SP C11 **The planning authorities will ensure that environmentally sensitive or vulnerable areas be reserved as natural areas and preserves for wild life and recreation whenever possible and be used as open space buffers between incompatible land uses where necessary.**

The protection of existing vegetation and open water which positively enhance the amenity of the Order Area is important and the planning authority will seek to protect and retain hearty trees, planted areas, and hedge rows and to avoid damage to existing vegetation, ponds and ditches during development. Accurate surveys of drainage patterns and existing and proposed changes of levels over the site, particularly in relation to existing vegetation should be shown on plans being submitted for approval. Trees should be plotted accurately by their crown extent and location.

POLICY SP C12 **The planning authorities will not consider applications for development which do not show all vegetation, ponds and ditches which are to be retained with details for their protection during the period of construction.**

POLICY SP C13 **Planning permission will not be granted for any development which infringes directly or indirectly (through felling, lopping,**

indigenous pond turtle, the Jamaican slider, have been noted in the Norwood Pond and their presence has also been identified in the ponds at Mooreland.

POLICY SP C2 **Areas in which turtle nesting activities have been recorded will be protected from development and where possible the local planning authority will engage the owners to participate in a protection programme for such habitats.**

Approximately 49 per cent of the total land area of St. James is covered by forest which comprises several reserves and crown lands that are managed by the Forestry Department. There are nine (9) forest reserves; a section of the Cockpit Country Forest Reserve which is also a wildlife protection and conservation area, Jericho, Garlands, Chatsworth, Fyffe and Rankin, York and Equity, Chesterfield, Windsor Lodge, Montego Valley and Belfont Forest Reserves. These are indicated on the land use proposal maps and will be protected.

POLICY SP C3 **Planning permission will not normally be granted for any development which would result in the significant loss of any treed area unless there will be no adverse effect upon the environment and amenity of the surrounding area.**

There are a number of areas of great scenic beauty which are presently in the public domain in that they are visible from some public place such as roads or vantage points. It is intended to preserve the character of such areas for continued enjoyment of the public at large. A list of these places is indicated in Appendix 5.

POLICY SP C4 **The areas of natural scenic beauty indicated in Appendix 5 will be carefully controlled so that the essence of the view is not lost.**

The coast and coastal waters are to be protected against pollution by adjoining development and of such development inland, the effluent from which might be harmful to the marine area regardless of how the pollutants are carried to the coast and its waters.

POLICY SP C5 **The local planning authority will ensure that developments along the coast and those inland which might be harmful to the coast is processed with regard to the control of pollution and to maintain the high amenity of the inshore area.**

It is recommended that wildlife be protected and preserved in Forest Reserves. Preservation means more than the protection from slaughtering of these creatures or destruction of vegetation. It requires the conservation of habitat and generally this means the retention of all members of a species of trees or shrub, water supply, and absence of urbanisation within certain limits. Where unproductive land in forest is used to supply the timber industry it would not be suitable for wildlife conservation although in some instances it may be supported.

POLICY SP C6 **The planning authorities will normally refuse planning permission for any development that will have a detrimental effect on conservation areas/sites of natural value.**

the intervention of the local planning authority. They will have to ensure that conditions are imposed to protect the amenities of the area and that extensions are monitored.

- POLICY SP H29** Houses on lot sizes up to maximum of 600m² should not exceed a single storey in height except in situations where the terrain is such that a basement can be accommodated.
- POLICY SP H30** Where due to circumstances an additional floor is permitted on such single storey building by the local planning authority it must be setback a minimum of 2.13m from side property boundaries or alternatively it should be constructed in line with the lower floor and contain high level windows which should be a minimum of 1.67m (5 feet 6 inches) above the finished floor level.
- POLICY SP H31** It may be prudent to have single storey buildings only in some residential areas depending on the location, and the facilities and amenities being provided and the local planning authority will and will also encourage the local authority to place conditions on subdivisions and developments limiting the height of construction in these neighborhoods especially where the height of buildings will be out of character with the area.

CONSERVATION OF THE NATURAL AND BUILT ENVIRONMENT

The Natural Environment

Natural systems and features make an important contribution to the creation and liveability of certain areas in the Order Area. This comprises an intricate system of forest, freshwater and marine habitats, providing important natural values and functions for the citizens. However these areas suffer from over-exploitation and pollution, and have to be protected by various agencies. The Montego Bay Marine Park declared in 1992 under the Natural Resources Conservation Authority Act (1991), several Forest Reserves declared under the Forest Act (1996), the Bogue Lagoon Creek Game Reserve declared in 1997 under the Wild Life Protection Act (1945), and the Bogue Island Lagoon Fish Sanctuary declared in 1979 under the Fishing Industry Act (1975) are some of the Acts under which they are protected.

- POLICY SP C1** The local planning authority will seek to enhance the ecological areas of the parish including the preservation of ponds, wetlands, other fresh water and marine habitats and forests by refusing planning permission for developments that is likely to cause the loss of habitats of importance to wildlife conservation unless the demonstrated need for a development overrides natural conservation interests and there is no alternate site.

All sea turtles are listed as critically endangered globally and in the Order Area, sea turtles nesting activities have been recorded from Ironshore to Rosehall. Evidence of sea turtle nesting has also been reported on the beach at Sea Wind Cay, Cornwall Beach and Doctor's Cave Beach. The

POLICY SP H23 In calculating densities, only areas that are developable shall be included. Scarp slopes, gully banks and ravines etcetera shall not be included (in the calculation of densities) as also grades exceeding 30 degrees, which shall be kept in its natural state.

POLICY SP H24 Townhouses, duplexes and multi-storey residential structures having a maximum of three (3) storeys inclusive of a basement will be permitted, provided they will not be visually intrusive on the hillside.

In an effort to further protect the stability of these environmentally sensitive areas; control has to be exercised over development proposals to prevent the destruction of trees and the construction of hard paving that contribute to excess runoff. (See also Policy GD 15 and its justification).

POLICY SP H25 Where housing development proposals are being contemplated in potentially hazardous areas the local planning authority will require the submission of technical documents such as an engineer's report for consideration of the application.

POLICY SP H26 Housing development will not be allowed on land that is steep and unstable, vulnerable to erosion, slippage, subsidence, flooding or other natural hazards or which will involve costly extra ordinary precautions by government to safeguard.

There is a tendency in high density residential development such as apartments to overbuild by creating large rooms which can later be converted into smaller ones. The result of this is an increase in density which is calculated on a per habitable room basis creating a strain on the facilities and amenities which have been provided for the development or area as more people are allowed to occupy it than was intended. While architects, owners and tenants have a right to the size unit they desire, control has to be placed on the size of rooms in this type of building by way of density to prevent exploitation of the system and protect the facilities that have been provided from being overloaded and ultimate failure. (See also Appendix 12)

POLICY SP H27 Where a room in an apartment or townhouse building is large enough to be converted into two or more habitable rooms of minimum size of 9.29m² it will be counted as that number of rooms for density calculation purposes including the amenity area and parking facility which is to be provided for in the increased density.

POLICY SP H28 Where a studio is such that it can be converted to one or more bedrooms of normal size that exists in the building of which it is a part that is a bedroom of approximately 9.29m² it will be counted as such in the density calculation.

Residents in planned housing development such as housing schemes are concerned about privacy especially as it relates to overlooking from the extension of adjoining buildings and premises. When this involves a single storey building the remedy, most times, is to construct a solid fence wall of appropriate height. However, in higher buildings the situation is more critical and involves

POLICY SP H17 **Planning permission may be granted for non-residential development, including change of use, if it provides an essential service or facility serving mainly the surrounding local community and if it has little or no adverse impact upon the amenity of neighbouring properties. (See also Policy GD 91)**

Conversion of large dwellings and vacant commercial or other buildings, can provide a valuable form of, low cost accommodation for sale or rent, especially to young and/or single people for whom general open market housing may not be affordable. The design of such accommodation and the facilities, provided will depend on the developer and the location. Building conversions and multiple occupation houses can in some cases cause difficulties for neighbouring properties or have an impact on the character of the locality, depending on the intensity of occupation and levels of activity associated with such development. Problems can include noise, lack of privacy, and lack of adequate parking provision on site or in the adjacent roads. Whilst supporting the provision of such residential accommodation, the local planning authority will ensure that no over concentration or intensification of such development occurs in any specific area.

POLICY SP H18 **Proposals for the conversion of buildings into flats or other self-contained units of accommodation will be permitted -**
(i) Where the property is suitable for such a use and a satisfactory standard of accommodation, and access to the living space, can be achieved.
(ii) Where there will be no significant adverse effect on the external appearance of the property and character of the locality.

POLICY SP H19 **Planning permission will not be given to proposals that will cause an adverse impact on neighbouring properties or on the character of the area due to noise or disturbance, loss of amenity or privacy or the overall level of activity.**

POLICY SP H20 **Planning permission will not be given to proposals that would have significant adverse effect on car parking and road safety.**

The topography of the Order Area consists of a narrow coastal plain which forms a low lying platform of variable height while the interior has an undulating terrain with high rugged mountains. It is therefore important that new building sites on hillside areas be planned and developed in such a manner that geological and environmental hazards are reduced due to slope failure while enhancing the physical and aesthetic features of the area. The following policies are not intended to inhibit development, but instead along with the guidelines in **Appendix 21** promote the best potential use of sensitive areas.

POLICY SP H21 **Residential densities shall not exceed 75 habitable rooms per hectares (30 habitable rooms per acres) for slope gradient up to 18 degrees (1:3 slopes).**

POLICY SP H22 **Residential densities shall not exceed 50 habitable rooms per hectares (20 habitable rooms per acres) on steep slopes not exceeding 26 degrees (1:2 slopes).**

POLICY SP H11 When considering proposals for elderly persons accommodations, the local planning authority will take into account whether it would significantly reduce the amenities of neighbouring properties; is well located in relation to local shops and public transport facilities; meets the required building regulations and fulfil the needs and other requirements of the persons they are intended to serve.

POLICY SP H12 Where schemes are built to house this group it is important that parking is provided in accordance with criteria set out in the Appendix.

Home owners, desirous of extending and altering their dwellings where planning permission is required for such proposals will have to conform with the policies indicated below. In determining such applications within the built-up areas, account will be taken of the need to maintain the character of housing in each locality and proposals will be required to satisfy the relevant guidelines.

POLICY SP H13 The local planning authority will ensure that the design, size and scale of the extension is in keeping with the existing and surrounding dwellings is not overbearing or not un-neighbourly and does not have an adverse impact on the character of the locality or detrimental to the amenities of nearby residents.

POLICY SP H14 Proposals for extension must include sufficient car parking spaces within the curtilage of the site and conform to highway access requirements.

POLICY SP H15 Where it is necessary, to safeguard the amenity of adjacent dwellings, the local planning authority will impose planning conditions which will restrict the rights of extension of such building under Permitted Development Order (Third Schedule).

To ensure that there is a suitable balance between the need to make the best use of residential land and the need to provide a satisfactory residential environment it is important that the height and density of developments be controlled. New buildings should not be significantly higher than their surroundings, except in the city centre, and appropriate density for new residential developments should be such that they protect the surrounding residential amenity as well as that of the proposal occupiers.

POLICY SP H16 The density of new residential developments will be controlled in conjunction with other appropriate environmental controls, the acceptable densities being determined by the character and density of adjoining sites.

While it is necessary to protect the housing stock from depletion there will be circumstances where change of use may be allowed. This is likely where the change is to facilitate the community such as the establishment of doctors and dental surgeries, children day care facilities, meeting place for residents and communal laundries.

POLICY SP H4	Within defined built-up areas permission will be given to proposals for residential development where this will not involve any significant loss of open spaces or conservation areas.
POLICY SP H5	Planning permission will normally be granted for residential development on land or building that is not within an established business area and is not allocated for any other use.
POLICY SP H6	Townhouse developments at densities higher than those existing in a single family detached housing neighbourhood will be allowed as infill on vacant lots provided sewage can be disposed of to the satisfaction of the relevant authorities and the development conforms to other planning requirements.
POLICY SP H7	Planning permission will not be given to proposals in which the provision for car parking and vehicle manoeuvring leads to significant reduction of garden areas, including front gardens and lawns, or adversely affect adjoining property.

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

POLICY SP H8	Demolition of existing substantial dwellings for higher density apartment type developments in the established suburbs will not be supported neither will demolition of existing dwellings for replacement purposes be acceptable except in cases where it is demonstrated that the proposal; would make a positive contribution to the areas urban design.
POLICY SP H9	Where demolition is acceptable, new developments will be required to comply with the local planning authority's development standards such as protection of the residential amenities established, character and the need for a satisfactory living environment having regard to its density, design and layout.
POLICY SP H10	Loss of residential accommodation by either change of use or redevelopment will not be permitted unless there are special circumstances for doing so.

With an increasing number of elderly people within the population of the Order Area, attention will have to be given to the provision of new developments and the adaption of existing ones to accommodate them. New dwellings should therefore be designed and sited with them in mind. Although such accommodation is usually provided by government the need will have to be gradually filled by private enterprise. In such a situation it may be necessary to modify normal requirements such as densities, parking, open spaces to facilitate development which will take into consideration particular needs of the elderly. In such situations an agreement will have to be entered into with the local authority (Municipal Corporation) to ensure that it will be occupied by such residents for whom it was intended.

POLICY SP T64 **The local planning authority will ensure that any further developments of the two private airfields conform with its requirements and that of the Civil Aviation Authority.**

St. James has one port; the Montego Bay Freeport which is used mainly as a site for a number of businesses as well as a Cruise Ship Terminal. The port was built in the 1960's on what was original known as Bogue Islands and is located southwest of the Montego Bay River. Although dormant for the past two decades it is now rapidly growing due to the implementation of modern facilities.

POLICY SP T65 **The planning authorities will not permit any development which might jeopardise the provision of existing and future port facilities and the necessary communications and services to them.**

HOUSING

The provision of adequate housing, with an appropriate range of accommodation, well located in relation to jobs and services and affordable, is an objective of the development order. The position of St. James in the western section of the island along with its attractive environment has made the parish an ideal place to live resulting in considerable pressure for additional housing development especially in the Montego Bay Local Planning Area. The 2011 census showed that St. James had a population of 183,812 persons comprising 60,332 households occupying 58,690 private dwellings, estimating 3.1 persons per dwelling unit down from 3.5 persons in 2001. Based on projected increase in population, additional housing units will be required. At present the housing situation is characterized by deficiencies in supply, old derelict buildings especially in the city of Montego Bay, the need to improve the quality and quantity of housing in the parish generally and the local planning areas specifically.

POLICY SP H1 **The local planning authority will seek to ensure the provisions of a range of housing types, cost and tenures in large scale housing development to meet the needs of all sectors of the parish especially those who cannot compete in the open housing market through adequate land use zoning proposals.**

POLICY SP H2 **The design and layout of housing developments should be in accordance with the guidelines indicated in Appendix 12.**

It is the priority of the local planning authority to ensure that new developments will not adversely affect the character of the area in which they are to be located. In this regard infill and new development should not be of such a scale that it represents a major redevelopment of the existing urban fabric. Such developments should have regard to scale of existing buildings, building lines, massing and height of buildings in relation to existing streets.

POLICY SP H3 **The minimum lot sizes for all single family residential housing development in the Order Area should be in accordance with the guidelines provided in Appendix 20 unless circumstances dictate otherwise.**

POLICY SP T59 **The planning authorities will not approve applications for the development of transportation centres and car parks unless the proposals are accompanied by plans showing the layout and design of adequate lighting and security features.**

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

POLICY SP T60 **The local planning authority will seek to minimize light pollution that cause sky glow, glare and light trespass by ensuring that the scheme proposed demonstrate that what is submitted with the planning application is the minimum required to undertake the task.**

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

POLICY SP T61 **Parking provision to serve development will be assessed against adopted minimum parking standards to ensure that proposed schemes provide appropriate levels of parking for private cars and service vehicles.**

Air and Sea

There is one major airport, the Sangster International Airport which is located in Montego Bay and two airfields, one at Hampden and the other at Mafoota, which are privately owned and do not have any physical infrastructure.

The Sangster International Airport allows for the movement of large volumes of passengers and cargo both nationally and internationally to and from St. James and adjacent parishes.

No development will be permitted which might interfere with the provision of additional land and other required facilities at this airport to meet expansion need and aeronautical requirements.

POLICY SP T62 **The local planning authority will seek to ensure that the associated road infrastructure is upgraded to meet the increase in commuters to and from this facility.**

POLICY SP T63 **No permission will be granted by the planning authorities for any further expansion of the existing Sangster International Airport, airstrip and facilities without appropriate consultation with all relevant agencies and interested parties.**

POLICY SP T51 The places where buses and trucks pick up or discharge passengers and goods shall be located only where there is adequate space out of the line of traffic and where there is good visibility in both directions for an adequate distance to prevent danger to persons and vehicles.

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

POLICY SP T52 Developers will be required to provide vehicle loading and off-loading bays within the curtilage of the site to be developed as set out in Appendix 9.

POLICY SP T53 Loading and unloading of vehicles may be provided at the side or rear of the premises in cases where POLICY SP T52 cannot be complied with, so that no parked or temporary halted vehicles will be on the road reserve to impede or endanger the movement of traffic.

Transportation Centre

The St. James Development Order Area is currently served by only one designated public transportation centre. Due to the traffic situation, the construction of others within the Order Area is recommended along the guidelines set out in the Policies indicated below especially in the Local Planning Areas.

POLICY SP T54 All transport facilities will be required to provide suitable access and facilities for users including the disabled.

POLICY SP T55 All transportation centres used by the public should be provided with the necessary public conveniences and amenities.

POLICY SP T56 The planning authorities will ensure that all transportation centres have proper signage and parking bays that are properly structured and marked.

POLICY SP T57 All transport centres or off street parking facilities, including parking lots shall be properly surfaced, and drainage provided so as not to cause any nuisance or damage to adjacent property or roadways.

POLICY SP T58 All transport centres, parking lots and parking facilities shall be properly landscaped with materials which may be used as a visual medium and shall be maintained in a good condition.

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

POLICY SP T45 **Where it is not feasible to provide parking to meet the local planning authority's normal requirements on site, consideration will be given to have the shortfall made good on an alternative site where this can be made legally binding.**

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

POLICY SP T46 **Where the use class or category of a building is not specifically mentioned in the parking schedule or more than one use is involved the planning authorities shall determine the parking provision necessary based upon the standards in the nearest category.**

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

POLICY SP T47 **Where the planning authority supports parking on an alternate site, the developer/owner will have to enter into a legal agreement with the local authority making the site available for the purpose in perpetuity.**

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

POLICY SP T48 **An area should be reserved on the compound of educational institutions (separate from the parking area) for the picking up and dropping off of children from motor vehicles.**

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

POLICY SP T49 **All car parks in both commercial and residential areas shall be landscaped in accordance with criteria set out in Figure 5.**

POLICY SP T50 **All new developments with outdoor parking lots shall utilize green and or permeable parking techniques to the satisfaction of the planning authority.**

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

POLICY SP T40 **The planning authority will support on street short term parking for shoppers and for the operational use of business where it is warranted and road conditions make this possible.**

POLICY SP T41 **Where the planning authority is of the opinion that it is necessary to protect the amenities of residential areas from external activities by means of on street parking controls, the local authority will be encouraged to issue parking stickers or other forms of identification to residents in the area.**

Special parking for people with disabilities will allow them to use their automobile to do business in commercial and other areas in the Order Area. The provision of such parking should be based on the guidelines provided in the parking standards in Appendix 9 and 11 and the internationally adopted symbol in Figure 2 should be displayed to prevent others from occupying the space.

POLICY SP T42 **New developments will be required to provide adequate parking facilities for people with disabilities in such a position that it enables them to safely and conveniently access the development (See Policy GD72 and GD73 under new development).**

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

POLICY SP T43 **The provision of parking spaces in residential developments are to be on site and be in accordance with the standards set out in Appendices 8 and 10 of this Order.**

It may be possible to permit development in urban areas without sufficient on-site parking where part of the requirements could be met in a nearby car park during times when it is not in use. Night clubs and churches are two such activities which require parking in the evenings or on days of worship respectively and the facility is vacant otherwise. Agreements could be entered into between these organizations and the enterprise to make these spaces available outside their operating hours. The local planning authority would have to be given binding legal agreements regarding such arrangements.

POLICY SP T44 **The planning authority will give due consideration to the dual use of parking areas for development where the uses alternate in terms of time and scale; and such uses can be made legally binding.**

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

Parking

Parking is an essential element in the overall strategy for transport and its provision can have an impact on the use of the road network. Standards for the provision of parking spaces are required to prevent on-street parking, congestion and increased road traffic hazards which would be detrimental to road safety. In certain locations parking may not be possible off street and in such situations exceptions may be considered. Parking will be in accordance with the design standards set out in Appendix 11 and the requirements in Appendix 9.

- POLICY SP T33** All new or extended developments and change of use will normally be required to provide adequate on-site parking facilities in accordance with the requirements in Appendix 9 and the parking design standards in Figure 5.
- POLICY SP T34** The local planning authority will seek to ensure that car parking areas are designed and located in such a way as to ensure safe and convenient pedestrian access from vehicles to facilities, safe traffic circulation and minimal conflict between customers and service vehicles.
- POLICY SP T35** A standard allowance of approximately 30 square metres of parking area in practical shape (inclusive of manoeuvring space) should be provided for each car parking space.
- POLICY SP T36** The layout of all parking areas should be designed so as to obviate the necessity for vehicles to back onto public roads.
- POLICY SP T37** Where a building is divided by permanent construction into more than one identifiable use and occupancy, the number of parking bays required shall be calculated separately for each use and occupancy.

The provision of public parking is the responsibility of the local authority. Several parking facilities have been constructed/ erected within the Montego Bay local planning area. However, the need for such facilities throughout the Order Area is increasingly evident.

- POLICY SP T38** The local planning authority will seek to have controlled parking zones where parking problems are serious and adversely affect the operations of shops and other businesses in the Development Order Area.
- POLICY SP T39** The planning authorities will support the development of multi-storey parking garages where the need arises provided that they conform to the guidelines set out in this Development Order.

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

POLICY SP T29 **The local planning authority in consultation with the relevant road authority will undertake an assessment of any area with unstable slopes before granting permission for any road works where this is required.**

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

POLICY SP T30 **Where natural features exist on improved main roads or extra land is available from road works on such roads the local planning authority will seek to ensure that they are enhanced or landscaped for passive recreational purposes.**

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

POLICY SP T31 **There will be a general presumption against proposals for service facilities to meet the needs of road users unless:**

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

The Jamaica Railway Corporation (JRC) has lines that spans from Kingston to Montego Bay which travels through the mountainous section of the parish for approximately 38km. There are six public rail stations (Stonch, Catadupa, Cambridge, Montpelier, Anchovy and Montego Bay) in the Parish which are maintained by the JRC. Although the use of the system has been discontinued, its revival could provide an efficient and attractive rail passenger service and freight system to the social and economic wellbeing of the parish. In the interim the Local Planning Authority will encourage the development of a local service which could take passengers on excursions to areas such as Magotty and Appleton. With that as a possibility, the local planning authority will ensure that unused rail track and beds are protected from unauthorised development.

POLICY SP T32 **Rail lines which are considered to have potential for re-use either for regular rail or special services will be protected from unauthorised development to prevent prejudicing such future activities.**

POLICY SP TO6

Permission will be granted for hotels, guest houses, and other self-service tourism accommodation outside built up areas, provided -

- (a) the buildings are structurally sound and will not require major external alterations;
- (b) the cumulative impact if the development would not adversely affect the environment, landscape and amenity of the area;
- (c) vehicular access, approach roads and provision for parking is adequate;
- (d) the design retains the original features of the building.

Tourist information centres are very important in providing advice and assistance in identifying activity areas for individuals. Although most of these are located in town centres consideration will be given to the siting of additional units along major roadways not located in town centres.

POLICY SP TO7

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

There should be a wide variety of accommodation offerings within the Order Area, ranging from large all inclusive to smaller boutique hotels. The height of hotels, guest houses and other tourist accommodation should fit into the environment in which they are being located. They should not be gigantic and overbearing, should be adequately landscaped and conform to the density, height, floor area ratio, ground coverage and all other development requirements for the area. See Appendix 16

POLICY SP TO8

The height of hotels, guest houses and other tourist accommodation should not exceed the planning guidelines established for the area in which they will be located and should be guided by the criteria set out in Appendix 16.

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

POLICY SP TO9

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

Golf courses can be an important attraction for hotels but due to the amount of land space required very few hotels in the order area has this facility. Care has to be taken in siting such an amenity to ensure that there is no negative effect on the environment and on agriculture.

POLICY SP TO10

Golf courses and other developments that require extensive land areas will only be allowed where they have no negative impact on the environment, land capability is low or non-productive (Classes

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

The development of eco and adventure tours and attractions is being increased in this parish with several offerings such as ATV and horseback tours, along with other activities such as river tubing. Such facilities provide valuable employment opportunities which help the economy to grow should be accessible both to residents and visitors and be sensitive to environment considerations. Visitor attractions are a valuable resource in tourism and it is important that additional facilities are developed and supported.

POLICY SP TO2 **The retention and enhancement of existing visitor attractions and facilities will be encouraged and proposals for new facilities and attractions will be supported on appropriate sites for such development as opportunity arises taking into consideration factors of siting, design, environment and visitor management.**

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

Although the best location to have facilities for exhibitions etcetera is in the City this may not be possible as all the lands suitable for such purpose would have already been used. The alternative therefore is to locate regional facilities relatively close the city centre with accessibility to the regional transport networks. This way a number of sites and locations with the best potential for the provision of these facilities can be identified.

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

POLICY SP TO5 **Priority will be given to the provision and siting of new leisure facilities and the retention and enhancement of existing facilities, in areas with poor access to facilities, and at locations accessible to all sections of the community.**

Whilst new development to facilitate tourism will not normally be supported in the rural areas there are occasions when this may be acceptable if the size of the building or the activity is not increased significantly. Extension to existing buildings and changes of use to existing developed sites and buildings such as large country houses, redundant farm buildings or town houses to guest houses, bed and breakfast, and self-catering accommodation will normally be acceptable. However, access should be suitable with the proposals having no adverse effect on the character of the building and its locality.

effects of the structures proposed and the need to protect heritage buildings.

POLICY SP E11

Where it is necessary to have hot water, especially in commercial facilities the planning authority will require that buildings be designed so that they can make use of solar heaters and other energy saving device before granting planning permission.

Over the years it has become increasingly important to find alternate sources of energy as the earth's non-renewable resources are being depleted at an extremely rapid rate. Given St. James' coastal location wind energy as an alternate energy source can be explored for energy generation in the order area. This type of energy produces no direct waste, and has a considerably lower output level of the greenhouse gas carbon dioxide (CO₂) than the burning of fossil fuel.

POLICY SP E12

The planning authorities along with the appropriate agencies will support the introduction of wind power generation within the order area provided that such activities are not detrimental to the environment in which they are located especially disturbance to any receiving or transmitting system in the area.

POLICY SP E13

Wind farms connected to the national grid will be safeguarded from development which would conflict with their operations in this regard.

Utility poles that area proposed for placement in vegetated areas should be outlined on the planning application as this will assist in protecting the vegetative areas from destruction by the Power Company and will be dealt with in the approval process. Planning applications should also show trees which the company plans to remove.

POLICY SP E14

The utility company or its agents will be expected to erect its lines so that they avoid being under the crown of trees, through shrub area or proposed landscaped areas.

Some high tension wires are located in areas where they detract from the environment and to avoid this, the local planning authority will require that the route selected for the installation be submitted for approval.

POLICY SP E15

In seeking permission for the erection of transmission lines the light and Power Company will be required to indicate to the planning authority the proposed route and how it was selected to ensure that there is no visual impact on the environment.

TOURISM AND LEISURE

The tourism industry is a complex activity with major land use implications at all levels. The social, economic and environmental functions have an impact on the individual user and participant as well as the location as a place to live work and invest. Tourism facilities will be retained and enhanced and additional facilities provided in order to secure positive economic benefits of the industry.

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 other security fencing with a screen hedge or other environmentally friendly device, where possible, and be grounded in accordance with the government electrical inspector's requirement.

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, especially the disabled use of sidewalks

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

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

POLICY SP E7 Where it is feasible, it is preferred that electric wires and cables be placed underground and appropriate markers be installed to identify the routes.

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

POLICY SP E8 The local planning authority will be mindful to grant planning permission for alternative energy sources including but not limited to wind farms, solar fields and Bio-gas plants provided the development including ancillary buildings and facilities will not cause serious harm to the ecology of the area or disturbance to any receiving or transmitting system in the area.

POLICY SP E9 Renewable energy developments connected to the national grid will be safeguarded from development which would *conflict with their* operations in this regard.

Solar power is mostly available on an individual basis and in most instances as a supplementary energy source. Although solar panels are needed externally to collect solar power they should be placed in locations where they have minimal visual impact.

POLICY SP E10 Where planning permission is required for proposals to use solar energy, applications will be considered on the basis of the visual

should therefore be taken in the form of the provision of satisfactory receptacles on the premises. The local planning authority will encourage the installation of separation facilities for waste, recycling and composting.

POLICY SP WT24 **Commercial, industrial, office, and multifamily developments should provide vector/rodent proof receptacles on the premises for the storage and disposal of garbage; which should not be located along the fringes of the development.**

Depending on the type of 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 and that there is compatibility between the industry and the environment.

POLICY SP WT25 **The planning authority will give special attention to the creation of special hazardous waste disposal sites where and when necessary for the safe disposal of hazardous materials.**

ENERGY GENERATION AND CONSERVATION

The provision of reliable and sustained energy throughout St. James is primarily the responsibility of the Jamaica Public Service Company. This energy is provided from electricity generated by oil which is one of the primary components and a non-renewable resource which makes it very expensive. It is therefore imperative that alternate energy sources be identified and utilized. Energy conservation is necessary to reduce costs and also to promote environmental values. Encouraging energy conservation among consumers will be promoted when assessing development applications. This could best be reflected in the design, siting, orientation, and layout of the building. All efforts should be taken to reduce demand on fossil fuels in line with the National Energy Policy and climate change considerations.

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

POLICY SP E2 **The planning authority will encourage more sustainable use of energy through the design of buildings such as the heights which makes it unnecessary to use elevators or other lifting devices for goods and people or where they have to be used, the use of technology which will significantly reduce or eliminate the use of non-renewable energy for their operation.**

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

POLICY SP E3 **The construction of electricity substations will be supported in areas where it is necessary to upgrade the supply and distribution**

considerations (e.g. flooding and siltation, and spread of mosquito-borne diseases)

Solid Waste Disposal

Solid waste in the Order Area is generated by office and commercial activities such as shops, restaurants, hotels, along with the resident population. It is sent to the retirement disposal site located in Montego Bay which also serves the parishes of Trelawny, Hanover and Westmoreland. Garbage collection is managed by the National Solid Waste Management Authority, and is collected by Western Parks and Market along with private contractors.

POLICY SP WT18 Existing and proposed civic amenity waste sites and transfer stations should have satisfactory access; traffic routes to and from the site should not be detrimental to environmental sensitive areas and the activity should in no way be a nuisance to adjoining uses.

POLICY SP WT19 On closure of landfills and transfer sites the lands should be restored for future uses to the satisfaction of the local planning authority.

In order to prevent the burning or burying of solid waste, residents will be encouraged to practice recycling. This is likely to become increasingly important, both due to concerns over global environmental issues and for economic reasons. Any form of recycling has land use implications as space will have to be provided for the activity. This ranges from small recycling centres in housing developments and shopping areas to depots for sorting and handling recycled materials.

POLICY SP WT20 The local planning authority will seek to ensure that provision is made for recycling facilities in new developments to deal with the recycling of solid waste.

POLICY SP WT21 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 being 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 and this method should therefore be encouraged in the Development Order Area instead of dumping.

POLICY SP WT22 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 WT23 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 solid waste, a breeding ground is created for flies and rodents. Although this tends to be more prevalent in commercial areas, it is to a lesser extent applicable to residential areas especially those in the rural areas. Precautionary measures

based upon the recommendation of the public health authorities and/or other agencies with this responsibility.

POLICY SP WT11 **Where it is necessary to dispose of sewage by means of a pit latrine this should be of the Ventilated Improved Type or any other type recommended by the Health Authority and acceptable to the local planning authority.**

In designing septic tanks, capacity is important for them to function properly. They should be large enough to accept the flow from the development and retain it for a period of time. This will allow bacteria to act on the waste and improve its quality for disposal.

POLICY SP WT12 **Septic tanks should be designed so as to give required detention time to the waste and prevent short circuiting resulting in poor quality effluent.**

Recycling of Waste Water

Due to high cost and the difficulty experienced in providing a piped domestic water supply system especially within the rural areas, the recycling of grey water and the harvesting of rain water should be seriously looked at. Waste water from basins, baths, and showers can be disinfected and reused to flush lavatories or water gardens. The reuse of grey water can help reduce the demand for the costly commodity. This would however require separation which will entail retro fitting on site plumbing. This approach will substantially reduce and control domestic water consumption making it less costly and more readily available especially during periods of drought.

POLICY SP WT13 **Where rainwater is used primarily by households, its catchment and storage will be encouraged and provision should be made for this in development proposals.**

POLICY SP WT14 **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 WT15 **New housing developments which are served with a piped domestic water supply system should make provision for the use of rain water/grey water for the watering of plants and gardens.**

Some resorts and other large scale developments are fitted with sewage treatment mechanisms where the wastewater can be recycled. This should be used in watering golf courses and other landscaped areas and will aid in reducing processed water consumption making it more available to householders.

POLICY SP WT16 **Developments having large landscaped grounds, golf courses, or public green/ or open spaces should make provision for the use of recycled water or rain water to water these areas.**

POLICY SP WT17 **The local planning authority will encourage the local authority to carry-out the maintenance of storm water drainage systems, and upgrade where necessary, particularly in light of climate change**

POLICY SP WT5 Where densities are higher than seventeen (17) dwelling units per 0.54 hectare and an aggregation exceeding three hundred persons, or where otherwise necessary because of environmental conditions, the units should normally be connected to a central collection system.

Areas in which there are no central collection facilities and where it is unlikely that this will be installed in the near future due to inhibiting factors and 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 WT6 For single family houses on lots of five hundred and eighty square meters (580m²) and larger with maximum density not exceeding eighty-six persons per hectare and a total population not exceeding three hundred persons, waste disposal should be by means of septic tank and tile field with grease trap incorporated, or any other approved methods by the appropriate agency where the soil is considered suitable.

Increased densities in urban areas will mean an increase in sewage generation and more harmful effects on the environment. With the absence of central sewerage facilities, sewage will have to be disposed of on-site necessitating lot sizes that can accommodate and facilitate on-site disposal.

POLICY SP WT7 For single family houses on lots larger than one tenth (1/10) of a hectare, the treatment and disposal of sewage should be by means of septic tank to tile field or any other approved method.

In locating 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 WT8 No 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 WT9 There should be a minimum vertical distance of one meter between the bottom of a tile field and the maximum elevation of the ground water table or any layer of rock or impervious material.

POLICY SP WT10 Permission will normally be given for design locations, and construction of waste water treatment facilities after it has been proven that there will be minimal adverse impact on soil or ground water resources to satisfaction of the planning authority.

The absence of running water and the size of the lots may make it impossible to have sewage disposal by one of the recognized methods. To protect the environment in such situations the alternate sewerage disposal method is the use of pit latrines. The safest type should be considered

exceptional extenuating circumstances and sand extraction in such situations will be stringently controlled by the appropriate authorities. Sand extracted under these conditions should normally be used in the landscaping/rehabilitation of eroded coastal areas in the immediate area. Sand should only be exported under exceptional circumstances and be utilised for the above stated reasons where approval is granted.

WASTE TREATMENT AND DISPOSAL

Sewage

One of the obstacles to development within the Order Area has been the lack of adequate infrastructure especially that of sewage treatment facilities and water. The area has one public centralised sewage system and other privately owned and operated systems which are all located in Montego Bay.

The primary method of sewage disposal, especially in rural St. James, was on located site using septic tanks with absorption pits and pit latrines. In developed urban areas, such as Montego Bay many developments are however connected to the central system and several small sewage treatment plants servicing individual developments.

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

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| POLICY SP WT1 | All onsite sewage treatment plants are to meet the standards set by the Natural Resources Conservation Authority and are to be located in areas satisfactory to the local planning authority and not be a nuisance to adjoining properties. |
| POLICY SP WT2 | The planning authority will seek to ensure that all sewage treatment systems are designed to treat waste to a tertiary level. |
| POLICY SP WT3 | Permission will not be granted for any new development or extensions to existing development within a sewerage area unless they are being connected to the central sewerage system or an assurance is given to the authorities that this will be done within a specific time period. |
| POLICY SP WT4 | 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 adequate sewage treatment 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 un-sewered areas of local planning areas.

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

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

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

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

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

POLICY SP M9 All mined out and quarried lands, should on completion of the activity be restored to its original vegetative state, or to a level which is satisfactory to the local planning authority and related authorities. (See also Policy RAP 27)

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

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

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

POLICY SP M11 Permission for the extraction of offshore or onshore coastal sand will not be permitted by the planning authorities except in

small open space or train stations as markets. Farming provides a steady income for the vendors and residents and strengthens the economic base of the area.

POLICY SP UE30 Sites will be provided for the erection of produce markets in all local planning areas where they are required to fill the needs of the community, have the necessary facilities and amenities and that their use at all times involve that of market activity.

MINERALS

Minerals are valuable, finite non-renewable natural resources formed through geological processes and as such possess specific physical properties and uses. They are the basic resources needed for most if not all development, the extraction of which can have positive or negative effects on the environment. Dereliction of the landscape, destruction of the ecological balance, irrational mining practices are some possible effects when the activity is done in an *ad hoc* and unsustainable manner. Limestone is the main mineral along with sand, stone, marl and gravel and although exploration has not taken place, the central to southern region of the parish has been identified as potentially bauxite bearing lands. However, there is a great demand for limestone which is used in the construction industry, and it is therefore intended to safeguard the areas in which mining and quarrying 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 delineates areas as quarry zones and under normal circumstances quarrying will only be permitted in these areas and no other locations after the necessary licenses have been obtained. The zones are determined by the availability and quality of suitable material in relation to the consumption areas such as block making and housing developments. However, there are licensed quarry sites outside of the quarry zone which may remain in operation until their licenses are expired.

POLICY SP M3 Quarries must be located within approved quarry zones as identified by the Commissioner of Mines, and illustrated on Map 1 and this operation will not be permitted in any other location, except in extenuating circumstances approved by the relevant agency.

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

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

amenities and infrastructure existing in the locale and will be considered on their own merit.

Town centres are the focus of commercial and community activity with a mixture of facilities and services. Although shopping is the predominant use there are also facilities for leisure, business and in some instances housing. Sites for retail activities will be determined in sequence starting from the centre of the town, then the edge of the centre of the town and finally out of town. This will be applicable to both convenience as well as comparison shopping across the Development Order Area.

- POLICY SP UE24** **Development which maintain and enhances the diversity, vitality and viability of town centres in the local planning areas will be permitted if they conform to the other policies of this Order.**
- POLICY SP UE25** **The local planning authority will seek to protect and where possible strengthen the retail functions of town centres whilst facilitating or maintaining an appropriate level of diversification.**
- POLICY SP UE26** **Development which undermines individually or cumulatively the vitality and viability of the retail function or range of retail service facilities of shopping centres will not be permitted.**
- POLICY SP UE 27** **The local planning authority will normally support office uses in areas zoned for commercial or a mixed use of office and commercial use**

Activities such as automobile repairs, vehicle spraying, tyre repairs and muffler works are related to the motor vehicle industry which provides employment for local people as well as a useful service. There is the processing and storing of minerals and building materials which also add to the local economy. However, these uses can adversely affect adjoining neighbours and are classified as “unneighbourly uses”. Permission for them will be subject to stringent and enforceable conditions to protect surrounding residents or businesses. Where they exist in the wrong location the local planning authority will ensure that they are relocated at the earliest opportunity and will not grant permission for their further intensification. See also Policy GD 69.

- POLICY SP UE28** **In dealing with proposals for motor vehicle repair workshops, garages, tyre and muffler repair centres, regard will be given to the impact on the amenities of the surrounding area, particularly where residential accommodation is involved and will not grant permission for extension of existing uses.**
- POLICY SP UE29** **Permission will not be granted for unneighbourly industrial activities, or other uses likely to be detrimental to the amenity of a locality or pollute the natural environment and the local planning authority will seek the relocation of business places which are so inclined.**

Agriculture is still practiced widely throughout the parish, with the only formal market for farmers to sell their produce being located in Montego Bay. In some growth centres some residents used

is important that all new development for this purpose be integrated into the surroundings and that the amenity of neighbouring occupiers particularly residential is not unduly affected.

POLICY SP UE19 In considering applications for business developments outside of the area shown on the land use map for the local planning areas for the purpose, the following will be taken into consideration:

- a) The character of the area
- b) The availability and number of such facilities within the area
- c) The development being acceptable on environmental, design, traffic amenity and other applicable grounds
- d) The plot ratio standard for the type of development
- e) The car parking requirements for the development and the provision of adequate servicing facilities
- f) Impact on amenity, in terms of noise, vibration, smell, fumes, smoke, soot, ash, dust, grit etc.
- g) Provision of soft landscaping and trees
- h) other related policies in this order

The introduction of the computer technology has resulted in many small scale businesses activity being operated from home. This has lessened the need for business premises as they are such that it is unlikely to be detrimental to neighbours.

POLICY SP UE20 Proposal to use part of a residential building or a building ancillary to a dwelling, for business purposes will be permitted provided that the residential use will remain the main focus of the property, the residential appearance of the property is retained and such proposed use is not a nuisance to surrounding uses.

Several industrial activities are occurring within the parish, ranging from light to heavy industries. Most, however, are located on the outskirts of Montego Bay. Proposed sites for the expansion of or new industrial activities must conform to the Jamaica National Industrial Policy. Hazardous industrial activities are a threat to human health and the surrounding environment. Proposal regarding these industries will be examined closely and will only be allowed after consultation with the relevant authorities.

POLICY SP UE21 The local planning authority will ensure that the risks associated with proposed hazardous industries are assessed taking into account the full range of implications, advantages and disadvantages of the particular location before planning permission is granted.

POLICY SP UE22 Development proposals for any use which would result in a significant number of people living or working in close proximity of any hazardous industry or storage site will normally not be permitted across the Development Order Area.

POLICY SP UE23 Light Industrial uses may be allowed in areas zoned for office or commercial use as long as they will have no harmful effects on the

All new commercial developments will be required to provide outlets for public services and private organizations to facilitate shoppers to undertake other business transaction at the same time.

POLICY SP UE14 All new commercial development such as shopping centres will be required to include outlets for public and private organization that provide services for customers such as paying of utility bills, etcetera.

Fast food outlets (take away hot food shops) restaurants and other similar establishments can be a primary source of income within an urban area, contributing to its economic development, and having important leisure and service roles. However, noise, odour and other disturbances associated with these entities can be a problem to adjoining owners. The local planning authority will ensure that they are compatible in the area in which they are located. Fast food outlets are required to provide sanitary facilities for the use of customers irrespective of size.

POLICY SP UE15 Planning permission for fast food outlets and restaurants will only be granted if proposed in a location that will not have any adverse impact on residents and the surrounding environment and must provide sanitary facilities for customers. Operating hours may be instituted on these activities for the protection of the amenities in the area.

POLICY SP UE16 All fast food outlets irrespective of size are required to provide sanitary facilities that are accessible to and that can be used by customers if a public one is not available within fifty (50) metres of that establishment.

St. James has benefited significantly from the provision of nightlife activities especially in tourist areas. One such area is along Gloucester Avenue (Hip Strip) in Montego Bay, where the area is kept alive and there is a certain level of security at nights. Activities such as this are an important part of the urban fabric and contribute to its economy, especially in areas with small and medium sized hotel. Nevertheless, precautionary measures will be taken to ensure that they are not near residential units where they could affect them negatively. In this regard see also Policy SP C50.

POLICY SP UE17 Planning permission for entertainment facilities will not normally be granted where traffic problems will be exacerbated, where the amenity of residents would be considerably injured or where a proposal is incompatible with the existing function of the area.

POLICY SP UE18 Permission will not normally be granted for a change from a socio-cultural use such as cinemas, museums, etcetera, to other non-related uses in another use class except in circumstances where a replacement will be made in a suitable location and within a stated time period.

Sometimes new and small 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

The retail and vitality of shopping facilities must be retained in tourist areas. It is important that where shops are located there are no unacceptable breaks in the retail frontage by the introduction of other types of activities that would obstruct the flow of shoppers. There should not be an over concentration of units in shopping centres especially along Gloucester Avenue and Sunset Boulevard in Montego Bay.

POLICY SP UE8 Change of use from retail shops to other uses in the Use Class Order will normally be permitted in commercial centres if the retail character and vitality of the centre as a whole would not be adversely affected.

POLICY SP UE9 Proposals that will improve or otherwise modernize the shopping facilities of existing towns will normally be approved if they comply with environmental and access policies.

The local planning authority will identify suitable priority sites in growth centres and other urban areas which can stimulate investments that will encourage economic growth and development and spread benefits across these urban areas. Major commercial activities will not be promoted in areas in which they are detrimental to the environment, instead retail and business activities will be promoted.

POLICY SP UE10 The local planning authority will seek to ensure that all public facilities and services such as water, energy, transportation and sanitation within urban areas are upgraded to attract investors.

POLICY SP UE11 The local planning authorities will seek to identify lands in local planning areas, to accommodate new commercial, retail and business establishments and the extension of existing ones except where these would have an adverse impact on the environment or threaten the heritage of the area if it is deemed as such by the Jamaica National Heritage Trust.

POLICY SP UE12 The local planning authority will seek ways to enhance and maintain all natural habitats, cultural landscape and also ensure that investors and developers show respect for traditions and sense of place.

In large scale commercial and office developments, the necessary public amenities should be provided for effective operation of these facilities. The local planning authority will assess the proposal and ensure that the provision is adequate based on the standards set out in this Order and the Planning and Investment Manual.

POLICY SP UE13 The local planning authority will only grant planning permission for large scale commercial and office development in which provision has been made for certain public facilities such as toilets, facilities for recycling and children's play area.

permission be granted to use such land or building for other activities.

The location of facilities in all urban areas to supplement those provided in the major sub-regional commercial centre for comparison and convenient goods will be encouraged. These should be easily accessible to the areas of support by means of private and public transport. It is anticipated that they will provide increased services and employment opportunities in the areas in which they are located.

POLICY SP UE4 The local planning authority will seek to ensure that a variety of commercial outlets are provided in local planning areas and other urban areas for comparison and convenient goods shopping and will promote and encourage improvements according to local needs.

Corner shops and district stores in the local planning areas serves an important role in meeting day to day shopping needs and providing supplemental income for residents. These facilities are important to the disabled, elderly and people with young children without motor vehicle and where it is difficult to access service elsewhere.

POLICY SP UE5 The provision of small scale shopping facilities will be encouraged within neighbourhoods or districts where there is a difficulty to meet local needs.

Non retail uses in shopping centres can add to the viability and vitality of these facilities. An appropriate mix of non-retail uses can provide valuable services that increase business and bring wider benefits for the community. However, an oversupply and inappropriate location can negate these benefits.

POLICY SP UE6 The acceptability of non-retail proposals at ground floor level within shopping centres will be determined in accordance with the relationships of the proposal to other existing or approved non-retail uses within the centre, the effect individually or in combination with other non-retail uses and the overall impact upon the vitality, viability and attractiveness of the centre.

Retail warehouse can act as an important attraction to other developments which add to or improve the role of city due to their popularity especially with car using customers. Because of this their location should be selected carefully and the range of goods offered be monitored by the appropriate authority so that they do not offer unfair competition to other similar facilities.

POLICY SP UE7 Development of new retail warehouses will be directed to suitable locations firstly within and then on the edge of existing shopping areas. Where such sites are not available, suitable locations will be considered at the edge of the town where it would not adversely affect the vitality and viability of existing town centres and easily accessible by car and public transportation.

authority will support the improvement of facilities on the beach that will be able to cope with more modern fishing techniques.

POLICY SP RE15 **The local planning authority will seek to enhance and protect the beaches listed at Appendix 4 as public fishing beaches and only activities related to the fishing industry will be given planning permission at these beaches.**

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

POLICY SP RE16 **The local planning authority will only grant permission for fish ponds and related facilities that will be located or established where they will not have any detrimental environmental effect.**

URBAN ECONOMY

St. James is one of the fastest growing parishes in the island, with an economic base which is largely diversified and includes tourism, commercial, manufacturing, agriculture, and limited amount of industrial activities. Tourism is the largest and fastest growing sector with a large percentage of the labour force being employed in the hotel industry. Due to the boom in this sector, mainly in the Montego Bay Local Planning Area, numerous commercial and service oriented establishments are being developed within the area. In order to promote economic growth and expansion of these in urban areas, it is essential that economic activities are carried out in an organized and sustainable manner.

POLICY SP UE1 **The planning authorities will seek to develop the urban economy of the parish through the zoning of suitable sites for commercial, industrial, manufacturing, tourism and office uses and disaster management (e.g. temporary relocation or staging areas) in growth centres and other urban areas.**

POLICY SP UE2 **The planning authorities will provide adequate setbacks to protect life and livelihoods (e.g. from flooding) in line with climate change considerations.**

The local planning authority will ensure that lands and buildings that are suitable for generating employment in urban areas, are retained and preserved for that purpose. Exceptions will be made if there is documentary proof that there is no real demand for their use for such purpose or if the proposed use impacts negatively on the surrounding amenities.

POLICY SP UE3 **Permission for the development of land or buildings currently in employment generating use for non-employment purposes will normally be refused. Only in extenuating circumstances will**

buildings, provided that such change would not in any way affect the character of the building or be detrimental to the amenities of the rural area.

The majority of tourist accommodation in St. James is in hotels with under 100 rooms and other similar types of accommodation. To diversify the economic base residents in the rural area will have to get involved in providing suitable holiday accommodation in their homes especially where these can be or are operated by owners. This activity would have to be located in areas to which tourists are attracted.

POLICY SP RE11 **Extensions to existing buildings to accommodate guests will normally be supported, provided that there is adequate amenity, the character of the building and its locality will not be affected and it conforms to other related policies in this Order.**

Self-employment outside or agriculture is widespread among women since loans are available in certain situations to expand their businesses. The planning authorities will support such activities where possible.

POLICY SP RE12 **The operation of small scale home industries will be supported provided that it will not create a nuisance, nor affect the character and appearance of the neighbourhood in which they are located in anyway.**

Residents in rural areas tend to shop for small items at regular intervals. Local shops are therefore very important in fulfilling this daily activity particularly for the less mobile members of the community. However, consumer habits are changing and people are now travelling to urban centres to do their shopping due to the increase in transportation facilities. These business places are still important as some of them also offer part-time employment to residents which are their only source of income. Such facilities will therefore be supported where there is a justifiable need and where they will not act as a catalyst to linear commercial development.

POLICY SP RE13 **Proposals for new shops and improvements to existing facilities in rural areas and villages will be given consideration in appropriate locations where it can be proven that there is a need for the facility.**

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

POLICY SP RE14 **Commercial developments will normally be permitted where it is shown that it is necessary for the distribution of farm supplies to and from local farms and where they are not in conflict with any of the policies in this Order.**

There are a few fishing beaches located along the coast of the Development Order Area. Over fishing of the inshore banks coupled with a steadfast reliance on traditional fishing techniques, such as, pot-fishing in fairly shallow water has caused a decline in local output. The planning

It is the general belief that if the land cannot be cultivated then it has no agricultural potential and should be used for other purposes such as, housing development. It should be borne in mind that cultivating the land is not the only viable agricultural activity that can be undertaken with such land. In areas where the land is of a poor quality the rearing of animals or the planting of economic fruit trees from which substantial economic returns may be obtained, can be undertaken. However, in dealing with such applications care will be taken to ensure that they have no significant effect on their surroundings.

POLICY SP RE6 **Agricultural activities such as poultry and pig rearing which do not depend on the quality of the soil and which can contribute to the rural economy will be supported by the local planning authority on poor quality agricultural land.**

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

POLICY SP RE7 **Development will not be allowed by the local planning authority on poor agricultural land if it will in anyway jeopardize the existence of good agricultural land it adjoins.**

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

POLICY SP RE8 **Development essential for agricultural production which needs planning permission will normally be permitted provided that there is no conflict with other important rural area resources and no adverse impact on the appearance of the surrounding area.**

There may be occasions when it becomes necessary to house workers on or as near as possible to the farm for convenience, for example, those who reap sugar cane. Normally this is for a short period and the buildings are usually of a temporary nature. This exercise may involve the use of good agricultural land and would be allowed since it will not be permanent.

POLICY SP RE9 **Applications for dwellings of a temporary nature for agricultural workers and necessary related agricultural buildings on good agricultural land will be supported by the local planning authority in extenuating circumstances.**

Expansion of the economic base can be achieved through the diversification of farming activities and the re-use of redundant rural buildings for various purposes. However, caution will have to be exercised to ensure that a heavy volume of traffic is not encouraged onto roads that are not suitable for that purpose.

POLICY SP RE10 **Recreation, light industrial use, educational and tourist related business will be supported within redundant farm and institutional**

and enhanced and others made to conform as much as is practicable.

RURAL ECONOMY

Tourism is the main economic activity in the Development Order Area, while agriculture and fishing are secondary. Farming takes place mainly on the eastern side of the parish, with the focus of this activity being sited in Adelphi and its environs.

It is important that land of high agricultural capability be protected and its use be rationalized to safeguard the economy of the area.

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

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

POLICY SP RE3 There will be adequate setbacks put in place to protect riverine areas from contamination from agricultural lands and to protect life and livelihoods from flooding in line with climate change considerations.

In promoting an economically viable agricultural base within the parish it will have to be protected from any development pressures that may pose a threat to manageable farm units. The local planning authority will not support the conversion of good agriculture land into non-agricultural activities.

POLICY SP RE4 The local planning authority will ensure that good agricultural lands are protected from encroachment by other uses and only intensive agriculture will be allowed on land in classes 1-3 of the land classification categories relating to agricultural use (See Appendix 19).

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

POLICY SP RE5 The local planning authority will seek to protect land and water outside the defined built up area from irreversible and unnecessary development and will ensure that permission for development in these areas is kept to a minimum.

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- POLICY SP C65** Proposals for change of use or alteration which will improve or make more effective use of, or will assist in the preservation of heritage or other buildings of importance will normally be permitted if the historical or architectural interest and character of the building will be enhanced and there will be no adverse effect on the amenity and surroundings.
- POLICY SP C66** When considering proposals for change of use generally or to specific developments the local planning authority will have regard to whether any building or buildings is of sufficient interest or importance to merit preservation.
- POLICY SP C67** The local planning authority will endeavour to protect and enhance all listed buildings, their settings and any features of specified architectural or historical interest they may possess.

Where the restoration of a building is to take place it is customary for the existing features to be changed by the owners. This will be discouraged by the planning authorities and all efforts made to retain the original design. Any application within 91m of a monument will be referred to the Jamaica National Heritage Trust for their comments and advice before approval is granted.

- POLICY SP C68** 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 C69** In considering applications on or near sites of historic architectural or archaeological significance the planning authority will have regard to the Jamaica national Heritage Trust Act and refer such applications for their comments and advice.
- POLICY SP C70** The local planning authority will ensure wherever possible the conservation of listed buildings, their settings and any archaeological and historic features they may possess in town, village and countryside.

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

- POLICY SP C71** The character of shop fronts and other commercial buildings which are of architectural or historic interest should be maintained
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and important archaeological sites listed by the National Heritage Trust without approval from them.

It is envisaged that owners of property on which there are historic relics will restore and preserve them or cause them to be preserved and restored, within a compatible environment and within the context of viable development where this is contemplated. It is expected that in the course of time new public and private programmes for exploring, recording, preserving and restoring will be developed.

POLICY SP C61 The planning authorities will support and encourage the identification, recording, protection and enhancement of archaeological sites, ancient monuments and historic landscape features and will not approve permission for development which would lead to their damage or destruction unless discussed with the National Heritage Trust and special justification can be demonstrated.

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

POLICY SP C62 There will be a presumption against development on important archaeological sites except where the redevelopment of a substantially developed site is proposed. Where preservation of archaeological remains is not possible at the outset, planning permission will only be granted if arrangements are made with the local planning authority for work to be undertaken in a programmed manner after approval by the Jamaica National Heritage Trust.

POLICY SP C63 Planning permission involving the loss of a building or feature of archaeological or historic interest will not be granted unless reasonable opportunity for recording its characteristics is provided before demolition begins.

POLICY SP C64 The Planning Authorities will identify structures, buildings, monuments and neighbourhoods of historic or architectural significance and seek to have the Jamaica National Heritage Trust restore them as a means of enhancing their economical and cultural value.

Historical and architectural buildings which are listed by the authorities are generally old, disused and in need of maintenance. Due to the high cost of such maintenance however these buildings are not normally used and as such do not remain in good condition thereby shortening their useful life. Activities which would not adversely affect the historic or architectural interest and character or appearance of the building if encouraged would extend its useful life.

Wave action or that by human beings may cause the accretion of land forming beaches and islets where they did not previously exist. In such situations they should be preserved and used for public recreational purposes unless prior arrangements were made with the appropriate authorities.

POLICY SP C56 **Land created by accretion in the territorial waters or along the coast shall be used for recreational purposes unless there is a prior arrangement with the appropriate relevant agency/authority and the local planning authority to use it for other purposes.**

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

POLICY SP C57 **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 C58 **No permission will be given for the erection of high buildings within an area regarded as in-appropriate for such buildings by the local planning authority or in, or, adjacent to sight lines between strategic view points and landmarks.**

Climate Change is an important environmental issue facing the planet with significant potential impacts. The global warming phenomenon which is responsible is as a result of greenhouse gases. The effects are serious issues for Small Island Developing States due to the importance of their coastal zone. It is therefore an important factor in the siting and type of the development in the Order Area.

POLICY SP C59 **The planning authority will seek to ensure that climate change adaptation is considered in the assessment of all types of development including the provision of infrastructure.**

Historical, Archaeological Sites and Buildings

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

A list of those which are protected by the provisions of the Jamaica National Heritage Trust Act is indicated in Appendix 3. Rather than allowing these sites and their settings to be destroyed the Planning Authorities will seek to preserve them and to protect and conserve archaeological deposits.

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

POLICY SP C60 **Permission will not be given for any development within the vicinity of any monuments, ancient monuments, historic landscape**

regard. The layout and design of buildings can be such that it reduces the effects of noise disturbance causing little environmental damage.

POLICY SP C50 **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.**

Notwithstanding the above policy there are outdoor spaces in which night time entertainment and impromptu social activities could occur with minimum disturbance to householders. There are car parks and open spaces which are strategically located to centre of population which could be used for this purpose during the early and late evenings and is unlikely to violate the Night Noise Abatement Act. For example the use of a car park is mainly a daytime activity that ends in the evening allowing other outdoor open air activities to take place beyond that time. The use of these areas for such activities will however need permission from the local authority and the police with each application being considered on its own merit (See also Policy SP UE 15)

POLICY SP C51 **Car parks and other similar facilities may be used for open-air entertainment and other social events during the period in which they are not occupied for regular use.**

POLICY SP C52 **The operations of facilities such as car parks or other open areas that are being used for social events should obtain permission from the local authority and conform to the requirements and guidelines contained in such permission.**

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

POLICY SP C53 **Outline applications for planning permission to develop in conservation areas will not normally be accepted by the local planning authority. All applications should provide a level of detail which will allow a full assessment to be made in relation to the character and appearance of the section of the conservation area in which they are to be located.**

POLICY SP C54 **Where an extension is proposed, the details of the extension are to be matched closely the details on the main building especially where these are of a traditional nature. Where these have been lost the local planning authority will aim to restore them.**

POLICY SP C55 **New developments are expected to retain or reinstate the historic street pattern, traditional buildings lines, boundary walls, open spaces and kerb lines which contribute to their character originally.**

POLICY SP C45 The local planning authority will not support development on Municipal Corporation owned or controlled lands which have been designated as open space. Where such lands are to be used for other public purposes, the planning authority will only support the development if an equivalent area of land is acquired in an alternative location in the immediate area or in an area where the use for such purpose is deficient.

POLICY SP C46 In the design and development of parks and other open areas under the jurisdiction of the local authority, the local planning authority will seek to ensure that areas attracting wildlife will be enhanced and protected.

The same principle which applies to the ownership of lands by the (Municipal Corporations) Local Authority also applies to some lands owned by Central Government Agencies. There are instances in which lands have been acquired for parks and open spaces and have been used for other purposes and these need to be safeguarded.

POLICY SP C47 Except as required for other necessary public purposes, planning permission will not be granted for development on publicly owned lands which have been designated as park or open space and which shall be used for that purpose.

Since government has access to publicly owned lands it is customary for it to undertake activities in areas in which they would not otherwise have been allowed or allowed only if certain criteria are met. Where lands have been zoned for conservation purposes (or, are in other sensitive areas) such activities should be so designed that they do not detract from the area. What applies to public agencies also apply to individuals and private organizations

POLICY SP C48 The undertaking of public or private works in conservation and other sensitive areas will be allowed only in special circumstances and where permission has been granted should be designed such that it does not detract from the appearance and recreational use of the area.

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

POLICY SP C49 The planning authorities will not grant planning permission for any development proposal which could lead to unacceptable levels of pollution and in dealing with such applications will take into consideration site location and mitigative methods.

Noise pollution also damages the environment and although there is a "Night Noise" act which controls the volume of sound emanating from a building, planning plays a critical role in this

development which will weaken them but will instead encourage adjoining development proposals to include landscape area which will support and enhance their amenity value.

POLICY SP C39 The local planning authority will seek to conserve and enhance green corridors as shown on the land use proposal maps and will expect any development within or adjoining them to include proposals to enhance their landscape and amenity value.

The Built Environment

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

POLICY SP C40 All developments should be of a good quality design so that they can contribute to a built environment that:

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

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

POLICY SP C41 Hard and soft landscaping is to be provided to the satisfaction of the Planning Authority as an integral part of any development proposals, where it is necessary to enhance the environment and setting of a new building or otherwise help integrate that development into its surroundings.

POLICY SP C42 Developments will not be permitted which conflict with the need to safeguard and enhance the landscape and townscape features which contribute to the identity of areas of special character.

POLICY SP C43 All new developments will be encouraged to design landscape schemes with nature conservation in mind including the planting of material attractive to wildlife.

POLICY SP C44 New development will be encouraged to design landscape and parking schemes which allow for the percolation of water and the reduction of area of paved surfaces.

In some areas the Local Authority has lands which were either vested in them as open space on behalf of residents or which they acquired for and is being used as public playing fields. Over the years, due to shifting neighbourhood patterns some of these may have become derelict or due to a demand for other facilities to be located in the area there is always the pressure to dispose of them. These lands should be protected as they were acquired or given for specific purposes.

and would not be detrimental to the amenity and character of the area.

Mining is an important economic activity and therefore minerals have to be protected so that the resource can be exploited when needed. The parish has large quantities of aggregate stone and clays which will be worked over time for their intrinsic value. Most of these are located in the rural area where extraction if not carefully carried out can leave scars on the landscape making it unsightly and susceptible to activities such as land slippage etc. Measures will therefore have to be taken to ensure that there is minimal impact on the environment during and after extraction.

POLICY RAP 28 **The operators of quarries or other mineral extraction activities will be required to restore the land to a condition satisfactory to the local planning authority in the shortest possible time after completion of the operation. (Cross Reference Policy SP M5)**

POLICY RAP 29 **The quarrying of land will not automatically render it as being suitable for development except in circumstances where it can be used for agricultural purposes. (See also Policy SP M)**

PETROL AND OIL FILLING STATIONS

Petrol Stations are volatile developments and as such it is important that the design and location of the buildings and ancillary facilities be regulated by the Planning Authorities. Special attention will be given to access, egress and the relation of these to road intersections, the location of the proposed site in relation to existing or proposed development and the planting of grass, trees and shrubs. All proposed developments should conform with the policies and the guidelines listed in the Appendix.

POLICY PFS 1 **Filling stations will not normally be permitted close together on one side of any road unless there is a similar provision on the other side sufficient to reduce traffic having to cross the road to get service.**

POLICY PFS 2 **Where it is anticipated that a road will develop as a limited access road the siting and design of the station should conform to the special standards for access and egress from such roads without disrupting the normal flow of traffic.**

POLICY PFS 3 **Petrol filling stations must at all times be located such that there will be no significant adverse effect on the amenity and environment of nearby occupiers, traffic levels, nor risk to public safety.**

POLICY PFS 4 **The layout and design of all filling stations should be in accordance with the guidelines in Appendix 10.**

Filling stations should be established where they fulfil a need, and should not be located in isolated areas on highways where their existence depends solely on passing motorists. On single carriageways if stations are to be provided on either side of the road, they should not be located directly opposite each other, but should be staggered within visible distance of one another. Where

iv. roads in the vicinity are adequate to carry an increase traffic flow. (See also POLICY SP TO 11)

v. have considered the implications of climate change

The agricultural success of the farmers in the rural areas will depend on the extent to which they can sell their produce. At the moment there is not much agricultural activity going on in St James. The Adelphi area however is a noted agricultural region but at this point there is no central location for them to take their produce. A method of distribution would be through the establishment of shops in strategic locations especially where they are near to settlements. This would facilitate the sale of a considerable amount of agricultural produce.

POLICY RAP 23 **Permission will normally be granted for farm shops where these are proven to be necessary for the sale and distribution of produce of local farmers.**

Many non-commercial activities are located within the rural areas outside of growth centres. Occasionally the owners may wish to change their use or redevelop them for other purposes. Any such proposal must respect the open nature of the areas in which they are located.

POLICY RAP 24 **Proposals for the alteration or change of use of existing commercial buildings in rural areas outside of a growth centre will be permitted if the development maintains the existing landscape setting, character and original building scale.**

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

POLICY RAP 25 **The conservation of buildings of historic or architectural importance to provide accommodation for new business services will be permitted if this is necessary to preserve the life of the building.**

Sometimes an area may appear to be developed because of the number of buildings existing in the location. This sometimes results in pressure being applied for additional development in these locations. In such situations the application will have to be assessed against the character and appearance of the rural area and the impact of such development on the environment. The setting of precedents will also have to be considered as this could lead to uncontrolled development of the area.

POLICY RAP 26 **Proposals for new residential development outside of growth centres and villages will be permitted only if it is rural in character and will not conflict with the appearance of the area in which it is to be located.**

POLICY RAP 27 **Small scale businesses such as craft centres, souvenir shops etc. will be allowed in and adjoining the built up areas of villages and small towns where these are appropriate to the scale of the settlement**

POLICY RAP 18 **Permission will be granted for the establishment of small scale social facilities to meet community needs outside of growth centres or local planning areas.**

Sometimes people are desirous of constructing new homes in isolated sections of the rural areas which act as a catalyst for the development of other residents setting off a chain reaction and ending in a new village without any form of infrastructure. Where this is a one off situation such as the need for a worker to live permanently or near his place of work or the owner wishes to live on his farm will require justification for planning permission to be granted. In all situations the economic viability of the farm will be paramount in assessing the application.

POLICY RAP 19 **Dwellings will not be allowed in isolated areas except where it is necessary for a farm worker or the owner to be accommodated on the holding and where it is an economical viable farming unit.**

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

POLICY RAP 20 **Protection will be given to areas of woodland and trees especially those in conservation areas in rural sections of the parish such as the cockpit country.**

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

POLICY RAP 21 **Proposals for recreational development in rural areas will normally be permitted if it does not seriously intrude into the character and appearance of the surrounding area or conflict with agriculture and other important rural area interests including the amenity of nearby housing.**

POLICY RAP 22 **Consideration will be given to planning applications that will require large tracts of land especially in rural areas for recreational use such as golf courses where:**

- i. the development will not result in the appreciable loss of good agricultural lands.
 - ii. the proposal would not have an adverse impact on areas designated for conservation and other environmental purposes.
 - iii. the proposal would not have an adverse impact on historic buildings.
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Conserving the agricultural productive land resources of the parish implies helping to maintain a prosperous farming industry and rural area. Planning policies can impinge on farming with disastrous effect. The decision on whether land is to be taken out of agriculture will not alter its importance. It is the result of such actions in agricultural production that will have to be considered.

POLICY RAP 14 **The local planning authority will attach major importance to the need to safeguard agricultural production in all decisions concerned with development in the rural area and refuse planning permission for or otherwise oppose changes of use or development involving the subdivision of agricultural land into unproductive units.**

The erection of almost any building prejudices the use of the land for agriculture as material is left in the ground even if the superstructure is removed. Some types of agriculture involve intensive development requiring large buildings. The siting of these requires particular care to ensure there is no adverse effect on agricultural land and farming.

POLICY RAP 15 **Any development in the countryside (including agriculture for which permission is needed) will have to be designed and sited in such a way that any adverse impact on farming, the landscape, archaeological sites, historic features, mineral extraction or on public enjoyment of the country side is kept to a minimum.**

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

POLICY RAP 16 **Agricultural or horticultural activities which are not dependent on the agricultural capability of land will only be permitted if there is no conflict with other rural area resources and if it will not jeopardize the long term availability of good quality agricultural land.**

Some agricultural activities do not require planning permission as they are exempted under permitted development, others do and it is important as far as possible that these are sited and designed to prevent conflicts with other rural area interests.

POLICY RAP 17 **Development essential to agricultural production will normally be permitted in the rural area provided that there is no conflict with other rural area resources and no adverse impact on the appearance of the surrounding areas.**

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

POLICY RAP 8 **Development related to the agricultural industry, but not part of a farm businesses which will be intrusive in the countryside by reasons of scale and character will only be permitted if it can be shown that the site chosen is the best available and the design and landscape treatment are of a high standard.**

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

POLICY RAP 9 **Residential developments will be allowed in the built up area in some villages. It should be small scale and should avoid the appearance of a housing estate. Any residential development in villages should respect the village environment using local material as much as possible.**

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

POLICY RAP 10 **Residential development outside the growth centres will be strictly controlled and permission will not normally be given for “rounding off” the extension of isolated groups of houses or consolidating linear or sporadic development.**

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

POLICY RAP 11 **Within the boundaries of large villages, extensions into the surrounding countryside will not be permitted except where they are intended to satisfy a need. The extension of a settlement in the form of ribbon development or the coalescence of villages will not be supported.**

POLICY RAP 12 **Within small villages small scale development will be approved only where it is appropriate to the location in terms of scale and layout, compatible with the form and size of the settlement and will not involve a loss of land for recreational and other amenity areas as well as being sympathetic to the architectural character of the area.**

POLICY RAP 13 **In exceptional circumstances permission may be granted for the development of small sites within adjoining settlements for the specific purpose of providing housing to meet an existing deficiency for people who need to live in the locality and cannot be reasonably accommodated in the general housing market.**

within the area of special significance for agriculture. This consideration will be informed in part by food security considerations occasioned by climate change.

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

POLICY RAP 4 The local planning authority will attach major importance to the need to safeguard agricultural land for production in considering development applications in rural area and refuse planning permission for development involving the subdivision of agricultural land into unproductive units.

POLICY RAP 5 Proposals for the change of use of agricultural buildings may be considered if the activity does not require substantial alterations to the building such that it may, if required, be returned to agricultural use. Planning applications should be sufficiently detailed to ensure that the impact can be accurately assessed and the building therefore protected.

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

POLICY RAP 6 The countryside throughout the Order Area will be conserved and enhanced for the sake of its natural heritage, natural resources, historic and cultural environment and agricultural and recreational value through the control of development.

In rural St. James the reuse of redundant farm buildings can aid in the diversification of farm businesses. This however has to be balanced against the need to conserve the character of the rural area. There is also the need to ensure economic viability in the rural area to support farm businesses and maintain the viability of village services. Business uses, guest houses and other suitable holiday accommodations will be restricted to extensions and small scale developments on existing sites such as redundant farm buildings.

POLICY RAP 7 New recreational, educational and tourist related activities such as restaurants in rural areas will normally be acceptable within redundant farm and institutional buildings provided that the change of use would conserve its character, appearance, fabric and setting and would not be detrimental to the character of the rural area.

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| POLICY SP OWS5 | The design and outlay of the overwater structure must be such that it blends with the natural surroundings and maintains as much as possible a tropical look and should be of "Green Buildings" standard of [Passive Climatic Design]. |
| POLICY SP OWS6 | All developments on the seafront property will be required to leave as land reservation an area of usable land equivalent to or larger than the area of the footprint of the overwater structures to be located on the sea front property. |
| POLICY SP OWS7 | Only a maximum of 20% of the total length of sea frontage will be permitted for overwater structures; and, the footprint of the overwater structures area shall not exceed 20% of the developer's property. |
| POLICY SP OWS8 | Only a maximum of 20% of the total length of sea frontage will be permitted for overwater structures; and, the footprint of the overwater structures area shall not exceed 20% of the developer's property. |

RURAL AREA POLICIES

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

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| POLICY RAP 1 | Proposals for the development of good agricultural lands will only be permitted in exceptional circumstances, while that involving land of moderate or poor quality will be permitted except in situations where the cessation of such use would prejudice the viability of local farms. |
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Lands of high agricultural quality needs long term protection to safeguard food supply not only for the parish but national consumption and export. Areas which are significant for agricultural purposes will have priority over all other interest except areas of nature conservation interest and high landscape value.

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| POLICY RAP 2 | The local planning authority will give long term protection to areas of special significance for agriculture over other planning consideration except in those areas of nature conservation and high landscape value. There will be a presumption against development which diminishes the amount of productive agricultural land |
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Overwater Structure Development

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

- POLICY SP OWS1** The developer of any overwater structure must obtain the necessary licence and permit from the Natural Resources Conservation Authority (NRCA) and the required planning approval from the Planning Authorities before proceeding with the development.
- POLICY SP OWS2** The development of overwater structures will not be permitted in the following areas:
- a) Areas within 100m from a coral reef;
 - b) Declared public, bathing and fishing beaches;
 - c) Fish sanctuaries;
 - d) Marine protected areas;
 - e) Navigational channels;
 - f) Within 100m of river mouths and drainage features;
 - g) Areas within 30 in of mangroves and riparian forest;
 - h) Exposed and high energy coast line;
 - i) Within 30m of underwater infrastructure e.g. cables and pipelines;
 - j) Proposed development areas with 30% or more of sea grass coverage.
- POLICY SP OWS3** The location of an overwater structure must not conflict with zoning objectives, Conservation Management Plans, or other management measures within a zoned area.
- POLICY SP OWS4** All potential developments will require an Environmental Impact Assessment (EIA). The Terms of Reference of the EIA will address concerns specific to the development and must be approved by the National Environment and Planning Agency (NEPA).
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architectural expression should be in keeping with the natural environment. Commercial activities will only be allowed to the extent for providing a service to the resort and hotel facilities and are included in the development.

- POLICY CD 1** The setback of buildings from side property boundaries shall be determined by height and density and shall not be less than 4.6 metres for single storey buildings.
- POLICY CD 2** The setback of buildings from the high water mark in areas where this has not been indicated in the policies should be in accordance with Figure 4.
- POLICY CD 3** The local planning authority will not grant permission for any development on land adjacent to the line of high water mark which would preclude general public access to and along the foreshore.
- POLICY CD 4** Buildings and structures shall be located in such a way to avoid any adverse effect on the general character of the existing coastline.

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

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

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

- POLICY CD 8** Development along the coast will only be allowed by the Planning Authority if such proposals would not be detrimental to the marine environment and the environmental quality of the surrounding areas.
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satisfactorily accommodated without impairing the amenity of the local area.

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

- POLICY DC 7** **Densities on vacant lots along the seaward side of the main road should have a footprint not exceeding a range of 33 1/3% - 40% of the site, a height of not more than 3 floors, open land space of 60% - 66 2/3% and a plot ratio in the range of 0.8:1 to a maximum of 1:1 calculated on the entire lot whether or not it extends across the road.**
- POLICY DC 8** **Resort development will be permitted by the Planning Authority on lots originating on the landward side of the main road at a maximum density of twenty-five habitable rooms per hectare (25 h.r.ha) (10 h.r.a) on lots of a minimum size of 0.4 ha. Such development shall have adequate setbacks, be two (2) storeys in height, (ground plus one) and shall not exceed ten percent (10%) of site coverage.**
- POLICY DC 9** **The Planning Authority will require that a minimum of 60% of the existing tree coverage on all lots being developed on the landwards side be retained. Trees that are removed should be replanted in a suitable location.**
- POLICY DC 10** **The Planning Authority will not approve the erection of any permanent structure, fences, or obstructions within 45.75 metres of the high water mark.**

GENERAL COASTAL DEVELOPMENTS

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

The Development Order Area's continued existence as a natural beauty spot depends largely on how the lots along the coastal area are developed. The general intention is to preserve its unique landscape. New development should not compromise the existing landscape, and unique characteristics of the area. Major visual corridors in and around these areas should be maintained so that building, siting, design and landscaping should be such that visual corridors of the sea are maintained at all times. The setback from property boundaries and the height of buildings are important considerations in achieving this objective. Buildings should not be obtrusive and the

POLICY DC 1 **Within the developed coastline development will generally be permitted provided that there is no adverse impact on physical, geomorphological and biological process along the coast; minimal visual impact both from land and sea including the impact on the townscape where appropriate and the development has no significant negative impact on the scientific or the nature conservation value of the area.**

There are a number of buildings and structures that are located along the developed coast which is associated with the coastal or marine environment such as hotels and boathouses. These buildings and structures are specific to these areas and form a part of the coastal fabric and should be protected.

POLICY DC 2 **The loss of traditional coastal buildings or structures such as hotels to uses which do not require a waterside location will generally not be permitted.**

The booming tourist industry within Montego Bay and its environs results in an increase in cruise ship arrivals at the pier along the coast of Montego Bay. Such facilities should include areas for recreational use by the general public and should improve the outdoor amenity provisions of the area.

POLICY DC 3 **The Planning Authorities will normally support the provision of ancillary facilities for pier development along the waterfront, provided the amenities of the area can be safeguarded and there will be no adverse impact on the environment and adjoining developments.**

POLICY DC 4 **The Planning Authorities in conjunction with the relevant agencies will facilitate development proposals to improve the existing port facilities as the need arises.**

A very large number of people derive enjoyment from the natural beauty, beaches and amenities of the coast. Some of the coastline however remains inaccessible to the general public. Proposals both for the provision of or extension of public access to the coastline will be supported.

POLICY DC 5 **In considering development proposals in or adjacent to the coast attention will be paid to the retention of existing public accesses and coastal walkways and development which will result in the closure of existing access points will normally be only acceptable where a feasible alternative is provided.**

POLICY DC 6 **Proposals from public bodies or private individuals to provide or extend access to the coastline will normally be permitted provided the proposal would not adversely affect any area of nature conservation, geological or landscape value or man-made heritage and the provision of access including associated facilities such as pathways, local car parks and picnic areas are of a scale that can be**

Development in the coastal zone should be designed with reference to natural hazard susceptibility. Given the sensitive nature of the coastal environment and the risk of exposure to flooding and erosion, special care needs to be taken with the string of buildings in the coastal zone.

- POLICY UC 28** Development or redevelopment of waterfront properties shall be designed to maintain and enhance views onto and along the coastline.
- POLICY UC 29** Development will be resisted if it would lead to the loss of significant areas of coastal vegetation, particularly if the vegetation plays an important role in stabilizing the beach.
- POLICY UC 30** Development projects in the coastal zone must not restrict public rights of access to the beach and may be required to make provision for improved public access and parking facilities.

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

- POLICY UC 31** The local planning authority in dealing with developments will institute strategies to adapt to the effects of climate change such as storm surges and erosion within the coastal area identified on the Development Order Area Map. Ecosystem-Based Adaptation will be a preferred strategy in undeveloped areas and where coastal rehabilitation is being considered or proposed.
- POLICY UC 32** The local planning authority in dealing with developments will consider mitigation opportunities and/or strategies such as renewable energy and reforestation programmes (e.g. solar, wind and hydro-electric energy) within the coastal area identified on the Development Order Area Map.

THE DEVELOPED AND PARTIALLY DEVELOPED COAST

The developed and partially developed coast are area in which development has already taken place but vacant lots still exist for future development. Some of the greatest pressures for development in the Order Area is along the coastal area and this is likely to continue especially in the area of hotel development. It is therefore important that a balance be maintained between protection, enhancement and development of the coastal area.

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| POLICY UC 21 | 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 UC 22 | Proposed developments which by their nature are required to be located immediately adjacent to the sea will only be permitted where there is a demonstrable need for the development, appropriate landscaping measures have been provided to minimize the visual impact both on and off shore and the design is appropriate to the location. |
| POLICY UC 23 | The Planning Authorities will take into consideration, the cumulative impact of coastal dependent industries when assessing such proposals for development along the undeveloped coast. |
| POLICY UC 24 | 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 requirements. |

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

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| POLICY UC 25 | 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. |
| POLICY UC 26 | New development in the coastal zone will be required to make use of the available techniques and routes for sewage and wastewater treatment and disposal. Development that threatens the quality of the coastal waters or bathing beaches will not be allowed. |

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

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| POLICY UC 27 | The amount of setback from the high watermark shall be as indicated in figure 4 and may, in relation to the physical conditions existing in the area, be varied for beaches by the Beach Control Authority and for streams and rivers, by the Planning Authorities. |
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POLICY UC 16 **Proposals for boat moorings, areas for boat parking on land and associated facilities will normally be permitted as long as there will be no serious adverse impact on the environment.**

POLICY UC 17 **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.**

The undeveloped coast lends itself to a variety of tourism development activities such as hotels, resorts, cottages, etc. These are important developments and the local planning authority will examine them closely before granting planning permission. They should conform to the guidelines for such development in all situations.

POLICY UC 18 **Developments along the undeveloped coastline should be in accordance with the guidelines in Appendix 17.**

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

POLICY UC 19 **Proposals for the provision of tourist or recreational development in the undeveloped coastal areas may be granted permission in situations where a coastal location is essential provided the development would not lead to an unacceptable impairment of the amenity of the area.**

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

POLICY UC 20 **There will be a general presumption against new non-recreational or industrial development along the undeveloped coast:**

- 1. unless it can be demonstrated, through reasoned justification, that no other suitable site exists elsewhere along the developed coast or within existing settlements**
 - 2. unless it can be demonstrated, through reasoned justification, that the social and economic benefits of the proposed development outweigh the potential detrimental impact on the undeveloped coastal environment.**
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POLICY UC 9 **New developments involving construction or placement of fill below high water mark will be required to demonstrate that there will be no adverse effects on erosion and sedimentation patterns or loss of important marine habitats and species.**

POLICY UC 10 **Development involving removal or damage to mangroves, sea grass beds, coral reefs, sea turtle nesting sites or fish spawning and nursery areas will be resisted.**

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

POLICY UC 11 **Where the local planning authority grants permission for development on the undeveloped coast, it will ensure that the design is of a high standard and that important views of the sea are kept free from development.**

POLICY UC 12 **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.**

The rapid expansion of Montego Bay and its related tourist driven activities have resulted in continuous decline in undeveloped coastal lands. A careful balance must be reached to ensure that the use of coastal lands include activities other than tourism. Any new uses permitted in a scenic area should be designed to minimize visual impact and blend with the natural environment and should normally include climate change considerations. Conservation and, where appropriate, enhancement of the natural and cultural heritage will be promoted and opportunities for its enjoyment will be identified.

POLICY UC 13 **Development will not be permitted if it materially detracts from the scenic quality or scientific value of the undeveloped coast and where climate change implications are not considered.**

POLICY UC 14 **Recreational development may be permitted in locations where such a facility would serve the public or will preserve an area of natural beauty and where such proposal would not be detrimental to the environmental quality of the surrounding areas.**

POLICY UC 15 **The development of beaches will be allowed to the degree that ensures their usefulness and safety without impairing their natural endowment.**

Water sporting activities have become more popular along the coastal area and facilities on land may be needed to accommodate the watercraft, such as slipways, jetties, marinas, boathouses. Along with visitors' boats, space may be needed to moor those owned locally. Locations 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.

detrimental impact on the undeveloped coastal environment including climate change considerations.

POLICY UC 3

Proposals on the undeveloped coast will be acceptable where the development makes use of an existing unique feature of the coastline and the facility together with associated access and car parking etc. can be accommodated in the local landscape without any serious impairment to the amenity of the area.

POLICY UC 4

The planning authorities will not grant permission for any development on land adjacent to the line of high water mark which would further preclude general public access to and along the foreshore.

In the western end of the parish the section between Bogue and Reading is a wetland area and except for the sewerage ponds, it is unlikely that any other form of development will be allowed in this area hence it should be protected. Westward from Reading to the parish boundary at Great River the main road straddles the sea coast and there is not much land for any form of development hence this area should be left open to the sea.

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

POLICY UC 5

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

POLICY UC 6

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

Coastal developments have often involved destruction of mangroves and other coastal vegetation, removal of seagrass from swimming beaches, fencing of beaches and other practices causing damage to the environment. The existence of mangroves along the coastal area is limited and care will be taken to protect what exists for their environmental value. Developments will be assessed for their impacts on mangroves and large scale removal will only be allowed in exceptional circumstances. Proposals involving infilling, cutting or damage to mangroves and other coastal vegetation will be resisted. To prevent any net loss an equal amount will have to be planted to replace what has been destroyed.

POLICY UC 7

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

POLICY UC 8

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

existing facilities and services cannot be achieved or if this additional use would give rise to problems for the local community, a new housing development may be required to make additional provision in association with other existing development.

POLICY GD 97

Planning permission for the development of land and buildings which have not been zoned on the land use proposal map and for which there is no specific policies in the Order will be granted once the proposal does not prejudice other policies or aspects of the Development Order such as the implementation of proposals and the character of the surrounding area etc.

Churches and other places of worship play an important role in the life of a community as they also provide a meeting place for some residents. Their ancillary buildings and halls provide facilities for basic schools, youth groups, clinics etc. A site for a church which should include the above facilities is to be reserved in all new developments or settlements for sale to any interested religious group. The size of the church will be relative to the size of the lot as the design of the building will have to take into consideration access, parking and impact of proposals on neighbouring property.

POLICY GD 98

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

COASTAL DEVELOPMENT POLICIES

The coastline of St. James is approximately 440 km (27 ½ mile) in length including all the extensive bays and promontories with its boundary being the mean low water mark in the seaward direction and the edge of development or roadway on the landward side. It can be divided into two distinct areas for the purpose of future land use planning, the undeveloped and the developed coast. The developed coast houses some of the island's most luxurious and expensive tourist developments, numerous beaches and is the home to the island's first Marine Park, the Montego Bay Marine Park. It is therefore the role of the planning system to reconcile development requirements which will protect, conserve and where appropriate protect the environmental quality and recreational opportunities of the area.

UNDEVELOPED COAST

While most of the coast in the Development Order Area is extensively developed there are sections that are undeveloped and need to be protected. Two such areas are in the eastern part of the parish between the Iberostar and the Hyatt Zilara Rose Hall hotels, which is approximately 2.86km in length and east of the Iberostar hotel to Long Bay which is approximately 1.3 km

POLICY UC 1

Development proposals requiring a coastal location will generally be directed towards the developed coast.

POLICY UC 2

Development proposals for the undeveloped coast will only be considered acceptable where it can be demonstrated that no other suitable alternative site exists within the developed coast and the social and economic benefits of the proposal outweigh the potential

POLICY GD 92 The local planning authority will seek to ensure that the facilities to be provided conform with the requirements set out in the Appendices, that they are available upon occupancy of the scheme by residents and will grant no further approval for such development until there is compliance.

POLICY GD 93 Proposals for the development of the required facilities should take into account:

- a) the need to be accessible to all sections of the community
- b) the effect of the local environment and that
- c) the local centres will remain the focus of shopping, commerce, cultural and social activity.

New Settlements should not be dependent on existing Municipal Corporation's roads for direct access to buildings but should have their own independent service road system. These should be connected to other roads in the hierarchical system to provide access to outside linkages (see Appendix 8).

POLICY GD 94 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 GD 95 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.

There are several well established villages scattered throughout the parish which either because they are too small or too isolated cannot be considered as growth centres or local planning areas. Some of these may be located in areas which do not have any specific land use proposals while others are outside. These areas are intended to accommodate future residential developments. This does not mean that policies will not be applicable to them should development takes place since there are non-specific policies such as the General Development Policies which exists. Where the proposal falls outside the ambit of these policies they will be determined on their merits taking into account material consideration and the underlying policies in the Order and the land use proposal maps. 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 GD 96 Planning permission for all new housing developments will normally be granted in villages or growth centres where there is a certified need and if satisfactory provision has been made for access to appropriate facilities and services to meet the needs of the likely resident population. If satisfactory provision for access to

POLICY GD 88

The local planning authority will support proposal for the development, or redevelopment of unidentified sites of the change of existing premises to enable public utilities, emergency services and statutory undertakings to provide for the growing or changing needs of the local planning areas and the general community where necessary for services if:

- a) they are appropriately located for the catchment area they are intended to serve and
- b) there is no significant adverse effect upon the amenity, environment or character of the surrounding area.

NEW SETTLEMENTS

A number of towns have been identified in this Order as local planning areas or growth centres based upon the guidelines provided by the National Physical Plan where development will be directed. However, where there is a real need for development in terms of growth of a village to allow people to remain or to facilitate a special type of development, consideration may be given to the proposal. Care will be taken to ensure that such proposals are established in accordance with the policies indicated in this Order and that the unique qualities of the rural environment are not threatened by future development pressure in anyway which would degrade it.

POLICY GD 89

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

POLICY GD 90

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

All housing development and subdivision of land requires that adequate space is 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 within 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 12 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 14. 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 GD 91

Where new housing developments are being undertaken on green field sites the developer will be required to build or caused to be built the amenities and facilities set out in Appendix 10 and Appendix 11 of this Order.

Wind power is a source of renewable energy which is becoming very popular in Jamaica. The small wind turbines are relatively inconspicuous, have low noise level and are not injurious to the landscape. Where possibility exists that the noise from them will be disturbing to neighbours they should be placed approximately five (5) times the tower height between turbines and neighbouring buildings.

POLICY GD 83 **Small wind turbines will be given planning permission provided they have no serious adverse effect on adjacent properties or any preserved or listed building.**

Solar power is a significant contributor to the energy needs of quite a lot of Jamaican householders. The fixtures needed to collect the solar energy are often placed on roofs and are of minimal visual impact. Their impact on heritage buildings will however be carefully controlled.

POLICY GD 84 **Where planning permission is required for proposals to install solar energy, applications will be considered taking into account the visual effect of the structures proposed and the need to protect the amenities of adjacent owners and the environment.**

Any uncontrolled development on steep hillsides is a potential hazard as it increases the risk of susceptibility to slope failure, erosion and drainage problems. In an effort to protect the stability of these environmentally sensitive areas, and with due consideration to the impacts of climate change, control has been exercised over development proposals to prevent the removal of trees and the construction of hard paving that contributes to excess runoff. The Order Area has several such sensitive areas and care will be taken to ensure that development is not allowed in high risk locations. (See also Policy SP H25 and H26 and Appendix 24)

POLICY GD 85 **In hilly areas development shall be in accordance with the hillside development guidelines which may be developed from time to time. In these areas, density may, in relation to the physical conditions existing in the area be reduced by the planning authority.**

POLICY GD 86 **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 GD 87 **Housing development will not normally be allowed on lands subject to erosion, slippage, subsidence, flooding or other natural hazards or which involve costly extraordinary precautions to safeguard. In specific areas "Restricted Development Zones" maybe 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.

locations, the proposal will have to be carefully considered as approval could set the precedence for other developments thereby destroying the character and appearance of the countryside.

POLICY GD 78 **Proposals for new development or extension outside the defined boundaries of the local planning areas will only be permitted if the proposal is essentially rural in scale and character and would not alter the appearance of the surrounding areas.**

Storm water run-off from building sites onto roadways can cause interruption of the movement of pedestrians and motor vehicles. Owners of properties or developments that discharge large volumes of surface water, especially along major thoroughfares, should ensure that surface water where possible is intercepted and disposed of before it reaches the roadway. All engineered drainage solutions should consider the impact of climate change on storm water flows.

POLICY GD 79 **Developments shall require disposal of storm water run-off from roofs and properties on their own property or under the side walk. No permission will be given for such storm water run-off to be disposed of onto the surface of the side walk or roadway. Storm water management should normally consider implications of climate change.**

During the process of development residents can be disturbed by noise, smoke or dust. It is the duty of the developers to ensure that this does not occur or at least minimally through the adaptation of preventative measures such as sprinkling etc. The local planning authority will use its powers to safeguard the interest of the residents in this situation. (See Policy GD20)

POLICY GD 80 **The local planning authority will require developers to adopt measures to safeguard the amenities of local residents where site development is taking place.**

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

POLICY GD 81 **During the construction stage of a development all possible sources of fugitive dust generation should be controlled by measures such as sprinkling to avoid dispersion to surrounding areas.**

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

POLICY GD 82 **Mixed use developments where residential is coupled with another use such as institutional, commercial, or office, may be allowed in an area zoned for such uses. The total amount of development shall not exceed that permitted for the zoned development.**

planning authority will consider their location in relation to other developments.

Major roadways are a source of noise which will vary throughout the day although there are maximum levels which will be considered reasonable and bearable. These are usually achieved in new developments through design measures if they cannot be achieved through the normal method of building construction. However, if either method is acceptable in principle and sound reduction measures can provide a reasonable degree of amenity, permission will be given due consideration.

POLICY GD 74 **Proposals for dwellings, educational facilities, care institutions, 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 or satisfy the requirements of the appropriate government agency.**

Some developments are particularly sensitive to noise such as residential, educational and care facilities (hospitals, retirement homes et cetera) and are of concern when planning applications are being considered. The presence of noise generating facilities may or may not affect any decisions made to use the site. Depending on the situation, measures to restrict noise will however, be imposed by the local planning authority when such applications are being dealt with.

POLICY GD 75 **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 poorly located storage facilities can affect the amenity of neighbouring property and sometimes result in health and safety problems. Such waste areas or facilities should be screened and made tamper proof to prevent access by vermin including flies and rodents.

POLICY GD 76 **All new developments will be required to make provision for the storage and collection of solid waste in such a manner that it is environmentally friendly.**

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 GD 77 **Strategic gaps will be maintained and only in compelling circumstances will development be permitted to take place within these areas or will the areas be removed.**

"Rural Area Policies" are supposed to apply to areas outside of local planning area boundaries. However, within these areas are scattered settlements relating to agriculture giving the impression that the area is built-up. If a request is made for subdivision or the extension of buildings in these

poles are hazardous for the blind if not consistently positioned. Road crossings with dropped kerbs and tactile surfaces will be safer for both the blind and those in wheelchair. The local planning authority will endeavour to seek improvements in this regard.

- POLICY GD 69** **In assessing planning applications the local planning authority will seek to ensure that the design of external areas meet the needs of those with disabilities. This includes:**
- a) the choice and positioning of street furniture**
 - b) the design of crossing facilities**
 - c) the design and layout of pedestrian areas**
 - d) signage**

There are certain establishments which are required to provide sanitary facilities for their patrons. Such requirements will be in addition to that provided for employees. The facilities should be maintained in a clean condition and be accessible by the public during business hours. The design should be such that they can accommodate the disabled.

- POLICY GD 70** **All new shopping centres, hotels and other businesses used by the general public should have public sanitary conveniences for both the able and disabled in accordance with the standards set out in the Development and Investment Manual, Volume 1 .(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 which also assists in the reduction of the occurrence of vandalism. Proper lighting and elimination of concealed places are two such factors that could be considered.

- POLICY GD 71** **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 given to safety measures especially in terms of fire and other disasters. The provision of fire hydrants and adequate water supplies for 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 GD 72** **In dealing with new applications or proposals for change of use the local planning authority will take into consideration the need for appropriate provisions of firefighting facilities to meet the requirements of the Fire Department.**

Activities or sources which pollute the environment such as noise, smoke etc. will be assessed by the authorities when applications are being processed to ensure that they do not impact individuals severely. The necessary consultation will be had with the required agencies in this regard.

- POLICY GD 73** **When considering proposals for new development which involves the possibility of pollution or other forms of hazards the local**
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POLICY GD 64 **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, 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 GD 65 **Infill developments will be allowed on vacant lots within areas of residential subdivisions where appropriate at a density not significantly higher than that existing. The form, scale and design of the new development should normally be in keeping with the existing development and be consistent with the form and materials of adjoining buildings.**

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

POLICY GD 66 **The local planning authority will normally refuse permission for any development which will have a detrimental effect on views or other similar amenities being enjoyed by occupiers of buildings whether or not they are located in close proximity.**

All new developments are to be of a high standard of design and appropriate in its context, and should be easily accessible by the disabled and those with special needs such as the elderly and people with young children, so that members of particular sections of the community are not disadvantaged. Planting and landscaping should be regarded as an integral part of such developments with space provided for large indigenous tree species where necessary. The amenities provided should be such that they can be used without any hindrance by all types of persons.

POLICY GD 67 **The design of new buildings and other areas to which the general public have access will normally be required to facilitate the needs of the disabled and special needs persons, if not these buildings will not be supported by the local planning authority.**

POLICY GD 68 **All proposals for development are required to be of a high standard of design, have satisfactory means of access, adequate car parking (see Appendix 9), 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 pavement for example can be hazardous to everyone, especially the disabled. Street furniture and the location of light

conform to the policies and the guidelines provided in the Development and Investment Manual- Volume 1 Section 1- Planning and Development- Chapter 19 which will be used in the assessment process. See also Policy SP UE 24

POLICY GD 59 **Repair garages should be compatible with adjacent and surrounding uses for the protection of the health, safety and the general welfare of the residents of the area in which they may be located and the workers themselves.**

Parking is an integral part of the overall Transport Policy and the requirements, standards and design criteria set out in the Appendix for all categories of buildings is to ensure that an adequate amount is provided for each development. The spaces should be located within the building line on the premises that it is intended to serve in such a manner that it will not be injurious to the amenities of adjoining premises. They should be landscaped, especially in commercial areas as shown in Figure 5. The bays should be in practical shapes that allow for the manoeuvring of vehicles.

POLICY GD 60 **The provision of off-street car parking spaces will be in accordance with the requirements indicated in Appendix 9 to ensure it is adequate. The standards and parking bays shall be as provided in guidelines in Appendix 11 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 attractiveness if designed properly. Traditional shop fronts are usually based on classical architectural features adapted to the needs of the business place. In the case of modern shop fronts, the design should be creative and innovative, enhancing the buildings and their location. They should not obscure or damage the existing architectural features nor detract from the property. New shops should be adjacent to those already existing rather than being isolated.

POLICY GD 61 **The local planning authority will ensure that the provision of shop fronts is of a high standard as it relates to design, appearance and the architectural characteristics of the area or buildings of which they form a part.**

POLICY GD 62 **Wherever possible new shops should be located adjacent to those already existing so that they can provide greater convenience to customers rather than being isolated.**

POLICY GD 63 **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.**

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

POLICY GD 53 In situations where the proposal adjoins a residential development then it should be setback at least three metres (3m) from the property boundary of such developments and be located such that the required parking may be provided on the site satisfactorily.

POLICY GD 54 The height of the building will depend on the nature and size of the activity but generally commercial in business centres should not exceed two (2) floors with a floor area ratio of one and plot coverage of 50 per cent. In other areas the height should be one storey with a floor area ratio of 0.5 and lot coverage of 50 per cent.

The Land Use Proposal Maps have areas allocated for office use. However, where these have not been indicated in urban or rural areas the use will be encouraged in or adjacent to commercial areas. Some office use may be allowed in fringe areas and may have to incorporate activities such as apartments and townhouses. Where office uses are allowed near to residential buildings they will be assessed in terms of impact on the visual and residential amenities of adjoining properties.

POLICY GD 55 The height of office building in areas zoned for the purpose will be determined by the floor area ratio, ground cover and setbacks but will be a maximum of ten (10) storeys in business centres, two (2) storeys in other areas and only a single storey above ground in residential areas.

POLICY GD 56 Office buildings in residential areas should not be located in front of established building lines or one which may be determined. They should be a minimum of six (6) metres from the front property boundary; side yards should be a minimum of 3 metres or 15 per cent of the width of the lot.

POLICY GD 57 New office development will not be allowed to exceed a floor area 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 percent for buildings in business centres and for those outside 33 1/3 percent plot coverage and a minimum green space of 33 1/3 percent. (See also Figure 1)

Artwork in public areas can raise the interest and quality of the area and with good design fosters a sense of place and local identity. Features such as murals, tiling and paved designs close to or within key development sites can enhance their character. Not only in the city centre should this artwork be considered, but also in hotels and specifically identified areas in new and old neighbourhoods. Individuals or groups interested in such activity should work with the local authority to ensure proper maintenance of the artwork and the area.

POLICY GD 58 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

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 GD 48 **Site development standards including density, plot coverage and other requirements will be used in accordance with Appendix 12 to guide the types of development that can take place within an area.**

Roads provide the basic framework around which new neighbourhoods are developed and 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 8. Traffic generation and its impact on the road system will be taken into consideration when new development proposals are being considered. Importance will also be given to safety and environmental factors at all times.

POLICY GD 49 **All road networks in new development are required to be designed in accordance with the Road Schedule Guidelines in Appendix 8 to provide satisfactory vehicular entrance/exit crossover and appropriate circulation within the site.**

Usually commercial development and to a limited extent office use takes place within recognized shopping areas. It is generally convenient for both shoppers and traders in this way and the land use proposals map reflect areas for such uses. Planning control aims to steer new shops to these areas bearing in mind the shopping needs of the population. In large developments however, shops will be needed as part of a residential unit or as shopping centres to serve neighbourhood needs. Irrespective of the type and size of the facility they will require careful location and planning in relation to other developments.

POLICY GD 50 **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 or a part of an existing building 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 ascertained from the Development and Investment Manual, Volume 1, Section 1, Planning and Development Chapter 2.

POLICY GD 51 **Buildings must respect the scale and proportion of the streetscape by maintaining the existing or approved pattern of development along the street, and where designed as a part of or attached to a residential building, should maintain the character of the host building while being identifiable and should not be overbearing.**

POLICY GD 52 **Where the building is to be located in an established commercial or town centre it may be located hard on the property boundaries or onto adjacent buildings and if necessary include a canopy to protect pedestrians from sun and rain.**

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| POLICY GD 41 | The planning authority will support infill and redevelopment and will ensure that all relevant planning standards are adhered to. |
| POLICY GD 42 | The subdivision of land will be guided by the relevant Housing Policies and the other guidelines and requirements in appendices 13 and 14 of this Order. |
| POLICY GD 43 | The planning authorities will ensure that all new settlements are served by its own system of roadways with access onto a main thoroughfare through which transportation links can be made with others areas of the parish. |

Before granting planning permission for new housing development either in the form of a subdivision or a scheme the local planning authority has to be satisfied that sufficient open space and other residential facilities and amenities will be provided on the site or in association with other adjacent developments. In doing so consideration will be given to recreational space existing such as school grounds accessible to the neighbourhood, small areas of amenity open space and open areas of general amenity value.

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| POLICY GD 44 | New residential development will be required to make appropriate provision for public open space and recreational areas in accordance with the standards outlined in Appendix 12 and arrangements made by the developer with the local authority or residents for long term maintenance. |
| POLICY GD 45 | The local planning authority will not allow lots that have been reserved as open space or amenity areas to be used for other purposes unless that purpose is for other recreational activities or these lots 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 GD 46 | 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 13, Residential Density, Standards and Control. |
| POLICY GD 47 | In reserving land for open space in subdivisions 100 lots and over, the local planning authority will give consideration to the provision of larger parcels on which playfields can be located rather than several small ones which can only be used for passive recreational purposes. A mixture of both may be acceptable, depending on the circumstances. |

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

established in the area and any departure to provisions which are lower will be permitted only on the merits of case.

The local planning authority is concerned that land is not merely subdivided for sale of lots only, but that development takes place and communities are formed. The nature and the character of adjoining development and the character and type of services which will be undertaken by the applicant will also be taken into consideration. In dealing with very large subdivisions regard will be given to the pace of development and the number of undeveloped lots in the general area and their rate of absorption. This will be necessary to ensure that development is promoted and the subdivision is not premature. Developers may have to satisfy seeding requirements. This is necessary to prevent land speculation,

POLICY GD 37 **The local planning authority will assess new subdivision applications based on needs in the area and where necessary will impose a program of phasing and seeding to encourage new buildings to be constructed.**

POLICY GD 38 **Subdivisions in local planning areas in excess of 100 lots or in the rural areas in excess of 50 lots will not be considered unless the developer can satisfy the planning authority that such development is not premature in terms of local demand and that all required utility services can be provided without making demands on the relevant government agency.**

POLICY GD 39 **Where approval is given for large scale development in rural areas the developer will be required to build or cause to be built within the proposed development site a specified number of dwelling units (expressed as a ratio of dwelling units to lots) within a specified time period and at a ratio to be determined by the planning authority.**

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 GD 40 **Development which is likely to have significant effect on the environment by virtue of its nature, size and location may require an Environmental Impact Assessment.**

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

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 GD 31 The local planning authority will refuse planning permission for development likely to result in damage to or the loss of trees that make 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.

POLICY GD 32 Felling or lopping of trees adjacent to main roads by any person or agency will not be freely permitted and such operations should not be undertaken except with the permission of the local planning authority or in accordance with any Tree Preservation Order.

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

POLICY GD 33 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 GD 34 Where a scheme plan (subdivision) is to be submitted to the local planning authority for approval, the details should be in accordance with Appendix 12 and 13 of this Order.

In subdividing land a variety of street design such as grid, modified grid, curvilinear, cul-de-sacs, loops, P-loops and a variety of housing types and design along with the necessary open space will be encouraged. All proposals should take the physical characteristics of the site, including trees and clusters of trees, and other forms of vegetation and structures and sites of architectural, historical or archaeological interest respectively into consideration. Consideration should also be given to the nature and character of adjoining development and the type of services which will be supplied by the developer. The convenience, amenity and safety of the community are to be of paramount consideration.

POLICY GD 35 In considering sub-division applications the planning authorities will pay special attention to the design of the road network and will ensure the coordination of the subdivision of contiguous properties through the continuation of roads into lands which have not yet been subdivided in order to integrate utility and public services and other activities.

POLICY GD 36 In granting permission for the development of land, due consideration will be given to the standards of amenity already

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 layout, and being in harmony 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 when granting planning permission. The size, height, colour and finishing materials of buildings or other structures, the object which may be affixed to structures, the layout and site coverage of buildings and the use to which they are to be put will be subject to control to ensure proper standards of design and amenity.

- POLICY GD 26** 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 as set out in the Schedules and Appendices of this Development Order.
- POLICY GD 27** Planning permission will not be granted for any development which would have a significant or adverse effect upon the amenity and privacy of adjoining properties.
- POLICY GD 28** All single family detached residential buildings shall be setback a minimum of 1.5 metres per floor or a suitable distance as may be determined by the planning authorities from time to time from adjoining property boundaries and buildings. The setback for two (2) and more storeys shall be greater than that required for single storey development.

It is expected that new residential developments and resorts will provide safe and attractive living environments. In submitting 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, new planting and landscaping of the site should be submitted. It is important that trees which have been retained be protected during and after the period of construction and any tree destroyed during the process be replaced.

- POLICY GD 29** 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. Climate change considerations should be submitted with any development plan for approval.
- POLICY GD 30** 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

POLICY GD 21 **Development proposals which would cause or result in significant harm to health, local amenity, natural heritage, the historic environment or character of the landscape because of significant levels of air, noise, or light pollution will not be supported.**

Proposals for housing and other developments in proximity to high tension and other overhead electricity lines will be assessed taking into consideration the effects of the cables and towers on future residents or occupants. In some instances buffer zones may be required to minimise the adverse impact to structures.

POLICY GD 22 **In dealing with development applications, proposals located close to overhead power lines will be considered bearing in mind the effect of the light poles, transmission towers and cables in the vicinity of the site, on the amenity of occupiers of the proposed development. See also Policy SP E5)**

Water based activities such as surfing, sailing and rafting are increasing and the local planning authority supports and encourages such non-motorised activities as long as they are carried out without detracting from the amenity of designated areas. In most instances these activities need a land base from which to operate.

POLICY GD 23 **Proposals for water based recreation facilities along rivers, waterways and the coast will be permitted where there is no adverse effect on nature conservation or visual amenity interest on the waterway, beach, foreshore or inshore activities.**

Hotels and Guest houses can normally be accommodated in residential sections of local planning areas provided that the scale, appearance and traffic generation are consistent with the character of the area. It is important to encourage this kind of accommodation particularly at the budget end of the market as the resort area is saturated with high end accommodation.

POLICY GD 24 **In built up areas and in residential areas of local planning areas permission will normally be given for hotels and other serviced accommodation provided they are consistent with other policies of the order. The loss of tourist accommodation will not normally be permitted. (See also Policy SP H17 and Policy UE 18)**

Professionals such as doctors' and dentists' need to have their practices located as near as possible to their support population. Such practice will normally occupy residential dwellings resulting in the loss of residential accommodations. However, where the conversions are *contemplated they* will need to have planning permission and conform with the vehicle parking requirements in Appendix 9.

POLICY GD 25 **The local planning authority will support proposals for the use of buildings as medical and dental facilities in appropriate locations and premises in residential developments consistent with other policies of this Order. (See also Policy SP H17 and Policy SP UE 18)**

POLICY GD 16 **Planning permission will not be given for the establishment of any use which has been demonstrated to be or likely to be detrimental to the character of a conservation or historical area.**

POLICY GD 17 **Planning permission will not normally be given for the establishment or extension of any use likely to be detrimental to the amenity of a locality, and any existing development so inclined will be encouraged to relocate.**

Piped water supply is a general issue and a lot of the residents, especially in the rural sections of the parish, rely on catchment tanks to fill their needs.

POLICY GD 18 **Developments taking place in the Order Area where potable piped water is not available should make provisions for the collection of rain water to fill their needs and those to be located where piped water is available should use it as a back-up system.**

Industrial and commercial users are being encouraged to substitute potable with non-potable water whenever this is possible. Rainfall harvesting which is a traditional practice in Jamaica is being recommended in both situations. Other methods such as recycling should be taken into consideration.

POLICY GD 19 **The siting, design and operation of permanent harvested water systems shall be in accordance with applicable standards and guidelines and shall be constructed to the satisfaction of the local planning authority.**

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

POLICY GD 20 **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. Climate change considerations should be factored into and submitted with any development plans for approval. Adequate setbacks considering climate change will be applied to development planning applications.**

The adverse effects of pollution need to be considered in dealing with planning applications as it can cause significant damage to human health and the environment. It is important that developments that would result in high noise levels and other forms of pollution be located away from residential and other sensitive areas.

consumption. It is also important that coastal waters, rivers, ponds and other bodies of water be protected as they provide a wide range of other uses.

POLICY GD 11 **Development proposals that may impact on water sources will only be permitted where it can be demonstrated that they would not pose a significant risk to the quality or quantity of such controlled sources.**

POLICY GD 12 **Initiations that will lead to improvements in the quality of surface waters will be approved where satisfactory ecological and visual safeguards have been instituted.**

Due to the geological structure of the parish the local planning authority have to ensure that developments are not exposed to significant risks from land instability. Developers will therefore need to satisfy the authorities that sites they intend to develop in certain locations is stable or if unstable that this can be overcome before planning permission is granted. Permission will not be granted in situations where expensive engineering works will have to be undertaken which will have cost implications for the local authority (Municipal Corporation).

POLICY GD 13 **Development proposals will not be supported which would create, affect or may be affected by unstable 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 to them and have detrimental effects 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 dismantling, repair and spraying of motor vehicles and the storing and processing of minerals and building materials. These activities are normally conducted outdoors and should be accommodated on special sites away from residential areas. The planning authorities will seek to identify areas in acceptable locations where these activities can be concentrated, screened and landscaped to minimize their impact.

POLICY GD 14 **New proposals that may be classified as “bad” neighbour use developments or the extension or intensification of existing bad neighbour uses will not be permitted unless in an area permitted for such use.**

POLICY GD 15 **Uses that may be classified as being a “bad” neighbour use will be confined to the area(s) designated for such specific use as identified on the land use proposal maps in this Order, except it can be shown that the proposal cannot be satisfactorily accommodated on the sites available for that purpose or unless otherwise approved by the planning authority.**

structures are absolutely essential to the everyday operation of the facility.

Non-conforming uses are those activities existing in areas that have not been zoned for the purpose and within 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 the non conforming use will relocate to an appropriate site with which the use is compatible. In the interim no extension will be allowed for the activity in its existing location.

POLICY GD 9 **Where a non-conforming use exists, the local planning authority will encourage its removal at its earliest convenience and during the interim will not grant any permission for extension of the facility except in extenuating circumstances. 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 GD 8 **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 GD 9 **The local planning authority will seek to preserve and conserve buildings of architectural and historic importance and their features, both in the long and short term, and will seek the cooperation of the owners and occupiers in this regard.**

POLICY GD 10 **In considering applications for development on or within 91 meters of sites of archaeological significance the local planning authority will refer them to the Jamaica National Heritage Trust for comments and advice.**

It is important that water sources be protected as its presence and purity is an essential part of life. Precautionary measures have to be taken against the abstraction and pollution of underground water sources and pollution of surface waters as this can make supplies unsuitable for human

In the development process it is important that existing trees and woodlands of amenity, economic and ecological value are protected and maintained as much as possible. Where a development is permitted, individual trees or groups of existing or planted trees and woodlands of significance within the area will be retained and maintained and where their existence is likely to be threatened, they will be protected by Tree Preservation Orders. It is an accepted norm that trees help to lower air temperatures. Increasing the green cover of urban areas will help to reduce the urban heat island effect in urban areas.

POLICY GD 3 The local planning authority will seek to protect trees and woodlands of public amenity value in development proposals and secure their retention where necessary through the institution of Tree Preservation Orders by the local authority.

POLICY GD 4 All relevant aspects of environmental impact will be taken into consideration including climate change considerations by the local planning authority when development proposals are being assessed and those adversely affecting existing trees or clusters of trees worthy of retention and preservation will not normally be permitted.

In order to preserve the visual and recreational amenities of the Development Order Area, areas will be zoned to preserve amenity and open space. It is the intention of the local planning authority that open spaces and recreational facilities be available within a convenient distance of all places of residence. Where private or public open spaces or recreational activities are of high amenity value they should be protected from abuse and vandalism and only uses consistent with their preservation will be considered in these areas. This includes development of recreational and cultural buildings, with the necessary car parking facilities. Unrelated uses such as shops and houses will not be supported.

POLICY GD 5 The local planning authority will seek to ensure that existing recreational open spaces are protected and enhanced in all developments and that only facilities necessary for their proper functioning and the preservation of the amenity and character of the area are allowed.

POLICY GD 6 Existing playing fields and other public open spaces and recreational areas 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.

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

POLICY GD 8 Only temporary structures will normally be allowed on public open spaces, except where it satisfies the planning authorities that those

POLICY SP TELE20

Where there are several separate users in one building such as an apartment or office complex only one antennae will be permitted unless the others can be screened from public view.

As the technology in telecommunication equipment advances, satellite and other transmittal/receiver equipment become smaller and more powerful. Domestic satellite dishes now range in size from 45 centimetres (18 inches) to 0.9 metres (3 feet) and come in a variety of colours enabling one to choose the size and colour that blends with the environment. In buildings where such equipment is to be installed, requirements should also be considered at an early stage to prevent non-conforming additions later on.

POLICY SP TELE 21

Where possible the Planning Authorities 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.

GENERAL DEVELOPMENT POLICIES

The General Development Policies are intended to supplement the Sectoral Policies and are of a general nature and can be applied to all areas that fall outside of a local planning area. They will be relevant in considering applications throughout the Development Order Area. In dealing with development applications, the planning authorities will ensure that proper sanitary conditions and conveniences are secured; that there is the co-ordination of roads, infrastructure and public services; the protection and extension of amenities in urban and rural areas; and the conservation and development of the resources of the Order Area. Those aspects of development which embody the principles of smart growth such as promoting compatible mixed uses and infill development, supporting well-designed compact neighbourhoods with various housing options, which protect and enhance open spaces, which encourage personal well-being, social harmony, equal opportunity and sustainability, will therefore be promoted. Areas identified for the various activities will be indicated on the Land Use Proposal maps.

POLICY GD 1

The local planning authority will not grant approvals for any major development:

- i. outside of local planning areas or growth centres, except in extreme circumstances or where it is needed to satisfy a local demand
- ii. where adequate provisions have not been made for infrastructure and utility services
- iii. which will destroy the natural environment, exacerbate climate risks or sterilize the enjoyment of an important resource;
- iv. 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 GD 2

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.

POLICY SP TELE15

Where planning permission is required for the erection of an antenna on any residential dwelling, the application will be assessed in terms of -

- (a) any existing antenna being on the building;
- (b) the size of the proposal which should not be greater than 1.8m in diameter;
- (c) the proposed location of the antenna and the visual effect on occupiers of adjacent land;
- (d) The possibility of screening it from the public view.

POLICY SP TELE16

Satellite dishes should, wherever possible, especially in residential areas 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 telecommunication devices are not compatible with historic or other heritage buildings or even townscapes due to their nature, permission will be granted if they have minimal effect on their surroundings. The visual amenities of buildings, open areas and street scenes will be protected.

POLICY SP TELE17

Telecommunication devices will not be allowed on sites of historic, architectural or archaeological significance (Appendix 3) or on buildings within conservation areas and consideration will be given to siting these on adjoining buildings or where they will least jeopardize the character and appearance of the site or heritage building.

The use of telecommunication devices have contributed to modern living, and will possibly continue to do so. Designers and architects should therefore make provision for it especially in buildings. In designing new developments telecommunication requirement, including the laying of cables should be considered to prevent installation at a later stage when it may not be easily implemented.

POLICY SP TELE18

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

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

POLICY SP TELE19

In residential 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.

installed, they will be considered on their own merits taking into consideration their impact on the character of the area. The possibility of sharing facilities will also have to be explored so that the number of structures in an area may be reduced.

POLICY SP TELE9 **The Planning Authorities will facilitate the installation of cable television in new, residential, resort and commercial development where this is feasible.**

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

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

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

Business premises, especially betting shops and cable services, normally have the need for satellite receiving antennae and these are usually larger and potentially more prominent than domestic ones. There should not be a problem if the area in which they are located is primarily industrial or commercial. Otherwise they should be unobtrusively located so that they are hidden from public view, and do not impinge on the amenities of any residence adjacent or in close proximity to the site.

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

POLICY SP TELE14 **Proposals for the erection of commercial antennae within the curtilage of industrial or commercial premises will be considered taking into account the scale of the equipment in relation to its surroundings and the existence of similar equipment in the vicinity of the site.**

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

POLICY SP TELE3 Telecommunication networks should be sited so as to minimize the disturbance to the environment and loss of amenities.

Telecommunication devices, particularly mobile phones have become an indispensable feature of modern living. However, there has been much concern about the radio frequency transmitted from cellular towers on the health of residents in their vicinity. Since most studies on the effects of exposure to radio frequency (RF) from mobile phones or their base stations have remained inconclusive, a precautionary approach will be adopted in the location of these telecommunication devices.

POLICY SP TELE4 Pre-application consultation and discussion will be undertaken between the planning authority and the operator, schools, communities, interested parties and any other relevant body before planning permission is granted.

POLICY SP TELE5 The beam of greatest radio frequency intensity from a base station sited within or near retirement homes, educational and health facilities should not fall on any part of the grounds or buildings of the institution.

POLICY SP TELE6 Operators shall submit statements indicating compliance with World Health Organization guidelines for non-ionizing radiation protection with each application before it will be considered by the 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 by the developers and the authorities to ensure that they are protected.

POLICY SP TELE7 In considering applications the Planning Authorities will take into consideration the development rights of the subject land and that of the adjoining premises.

The remains of obsolete equipment may destroy the amenities of an area and threaten the health and welfare of those living in the communities of which they are located. Such equipment should safely be disposed of by the network operators in accordance with any standards or guidelines provided by the relevant agencies/authorities, and appropriate measures taken to restore the land to its original state or as close as possible.

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

An increase in the number of participants in the telecommunications industry has given rise to a proliferation of antennae not only in urban areas but more so in the rural areas. These equipment are tall and prominent and is always located where they are a visible feature of the landscape. This has threatened the visual quality of some areas, reinforcing the need for control. Where satellite dishes, microwave transmitters, radio masts and other telecommunication apparatus have to be

POLICY SP TO16 **The local planning authority will not support any proposals for development that would adversely affect the amenity, setting and characteristics of an important existing tourism resource or attraction.**

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

POLICY SP TO17 **Proposals to change the use of hotels to other purposes will be resisted where the loss of bed spaces would have a detrimental effect on local tourism provision.**

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

POLICY SP TO18 **Sustainable tourism development proposal which take into consideration the environmental resources or cultural and historic interests of an area will be permitted provided there is no conflict with other policies in this Order.**

TELECOMMUNICATIONS

Information and communication technologies play a critical role in promoting social and economic development both nationally and individually. This has given rise to the popularity of cell phones and other means of communication resulting in the erection of cellular base stations, laying of cable, and other telecommunication apparatus and devices. This has resulted in supporting facilities such as antennae and satellite dishes for both domestic and commercial use across the development order area, with the telecommunication devices for commercial purposes being larger and more prominent than those for domestic purposes. The siting and design of these facilities should at all times be such that they do not have severe impact on the character and visual amenity of the environment, see Appendix 15 for guidelines.

POLICY SP TELE1 **Base stations and transmission masts/towers will be approved in areas where they do not impact negatively on the environment and in which the land to be developed meets the necessary guidelines for the structures proposed as set out in Appendix 15.**

POLICY SP TELE2 **Where possible the proposed development should be designed so that it blends into the environment and minimizes the visual impact. Different solutions, types of material and colours should be utilized and new apparatus within urban areas should be sited on existing structures where possible.**

IV-V) if possible and there is no negative impact on the movement of traffic. (See also Policy RAP 20)

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

POLICY SP TO11 **Conversion of buildings of historic and architectural importance into tourist accommodation especially in rural areas where this would contribute to the conservation of the building will be supported.**

POLICY SP TO12 **The local planning authority will normally support the development of supporting tourism activities such as nature, heritage and adventure tours provided that the integrity of the environment is not compromised and that they comply with the required standards of the appropriate authorities.**

The continuing existence of St. James as a tourism centre depends largely on aesthetics of these locations with the general intention being to preserve their unique landscape characteristic. Major visual corridors in and around these areas should be maintained as well as scenic views and beach access. Building siting and design should be such that clear visual corridors of the sea are maintained (windows to the sea) at appropriate intervals. The setback from property boundaries and height of buildings are important considerations in achieving this objective, particularly any seaward limits in respect of climate change. Buildings should not be obtrusive and the architectural expression should be in keeping with the natural environment. Commercial activities will only be allowed to the extent for providing a service to the resort and hotel facilities and are included in the development.

POLICY SP TO13 **The set back of buildings from side property boundaries shall be determined by their height and density and shall not be less than 4.6 metres.**

POLICY SP TO14 **The set back of buildings from the high water mark in area where this has not been indicated on the land use proposal plan and in the policies should be in accordance with figure 4 and also include climate change considerations.**

POLICY SP TO15 **The local planning authority will not support the development of structures or the carrying out of activities which will block or detract from the visual amenity of coastal scenic routes.**

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

POLICY GMB E1

Storage facilities will be permitted where it can be shown that there would be no adverse effects on existing properties or potential development land that would likely to be affected in the event of an accident or emergency on the site.

POLICY GMB E2

Development proposals for any purpose which would result in a significant number of people living, working or congregating in proximity to the site will not normally be permitted.

POLICY GMB E3

The facility should be designed to take into account the environmental and safety regulations for construction and operation of liquefied natural gas facility and should prioritize the health and safety of people who are within the operating sphere of influence of the facility.

ANCHOVY LOCAL PLANNING AREA

The Anchovy Local Planning Area is located in the rugged hills of St James and is situated approximately 7 kilometres South West of the parish's capital, Montego Bay. This local planning area is comprised of communities such as Hillowton in the north, Roehampton in the east, Mount Carey in the south and York Bush in the west. The area is characterized by a mixture of residential, agricultural and commercial land uses.

The 2011 STATIN Population Census showed that the Anchovy Local Planning Area experienced a small increase of 0.78%, resulting in a difference of 333 persons over a ten-year period. The year 2011 had a local population of 4414 compared to 4081 in 2001. It is projected that by the year 2021 the area will have a total population of 4774 persons and will further increase to 5123 persons by 2030.

The policies and their justification indicated herein is intended to provide for the orderly and progressive development of the Anchovy Local Planning Area the boundaries of which is outlined in the First Schedule.

TRANSPORTATION**Public Transportation Centre**

The main mode of transportation within this local planning area is by means of private motor cars and public transport such as taxis and buses. The Montego Bay Metro a subsidiary of the Jamaica Urban Transit Company plies the route from Montego Bay to Cambridge via Anchovy. There is no designated transportation centre or taxi stand to facilitate public transportation resulting in buses and taxis using the roadways in front of business premises and road intersections such as Roehampton and Anchovy main roads to wait for commuters. Additionally, the picking up and setting down of passengers take place arbitrarily along the Anchovy main road, causing problems for other road users. It is necessary that the system be organised to prevent obstruction along this major road especially with a projected population increase for the Anchovy Local Planning Area. In this regard a central transportation hub and lay bys to pick up and set down passengers will be required.

POLICY GMB TO5

In the local planning area development which improves or expands the range of tourist facilities will be permitted, provided that it would not be detrimental to the character and appearance of the locality and the amenities of the nearby residents.

Glouster Avenue more popularly called "The Hip Strip" has developed into the main entertainment centre of Montego Bay and has been the focus of recent plans for revitalization and further development. While the development of this corridor is important to the economy of the area, care must be taken that such development does not pose undue stress on the transport network nor interfere with the flow of vehicular traffic or pedestrian safety.

POLICY GMB TO6

Development such as restaurants and cafes, will be permitted at appropriate locations on roads carrying tourist traffic within the Town Centre providing the design is satisfactory to the local planning authority.

COASTAL DEVELOPMENT

The length of the coastal main road in the Order Area spans approximately 48.26 km and is a scenic route along the coastline where there are both fishing and bathing beaches, hotels, wetland areas as well as the Montego Bay Marine Park. See Appendix 4

POLICY GMB CD1

Areas from which views may be obtained such as the view west from the Fort, Montego Bay, being the view of the Hanover Coast and over the town of Montego Bay and the view from Fort Street, Gloucester Avenue and Kent Avenue, west along the Hanover Coast which is a greater feature with tourists particularly at sunset and dusk will be protected from development which would in any way obstruct such features.

POLICY GMB CD2

To preserve the scenic beauty of the area the Planning Authority will not normally support any development that would block any outstanding view of the coastline.

POLICY GMB CD3

Any development proposals taking place within the vicinity of the Sangster's International Airport that will block its view and interrupt its function will be subject to the stipulation of the Jamaica Civil Aviation Authority.

POLICY GMB CD4

The Planning Authority will only permit developments if it will not be detrimental to the environmental quality of the surroundings or will not materially detract from the unspoilt scenic quality of the undeveloped coast.

character and appearance of the neighbourhood in anyway.

TOURISM

The main economic sector of the Montego Bay Local Planning Area is tourism. This market offers a wide array of accommodation ranging from all-inclusive hotels to small bed and breakfast facilities. The area accounts for approximately 31.2% of the island total hotel rooms which indicate its importance in the hotel industry.

The resort accommodations extend from the western boundary at Great River to the eastern boundary at Lilliput. While there are several accommodations inland majority of the large resorts are located along the coast and with a few exceptions are located as close as possible to the sea taking advantage of the white sand beaches.

POLICY GMB TO1

Tourism development will be encouraged in existing resort areas provided that it is consistent with the character of the area, conform to planning requirements, consider climate change implications and respect the development guidelines provided in the Development and Investment Manual.

POLICY GMB TO2

The appropriate authorities will ensure that developments that will impact negatively on the area's fragile eco-systems will not be allowed and only those that will enhance the area will be permitted.

Small hotels, guest houses and villas contribute significantly to the tourism fabric within the local planning area and will continue to do so. Each activity will vary in location and nature and will have to be judged on its own merit.

The new proposals will therefore need to be satisfactorily designed and located in terms of their likely effect on the main road, safety and other visual impacts.

POLICY GMB TO3

Proposal to establish small hotels, guest houses and villas will be considered having regards to their impact on the surrounding areas in which they are to be located.

POLICY GMB TO4

Where a hotel is in a location and of such a size that it is not easily accessible by staff it will be required to provide accommodation on site, along with the necessary amenities. This may however, be located elsewhere dependent on the demand although the quantum and location is to be decided by the local planning authority.

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

relationship to other non-retail uses and demand for space in the area.

SUBURBAN ECONOMY

Although tourism will continue to play an important role in the area's economic development, agriculture and fishing activities are the major source of employment for residents in the sub-urban sections of the local planning area. It is important that as indicated in the Preface to the Local Planning Areas land of significant agricultural potential continue in that use until required for development when it will be subdivided into homestead type lots to allow a mixture of residential living.

POLICY GMB SUE1

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

POLICY GMB SUE 2

The local planning authority will support the use of areas that have been delineated as agriculture in the Local Planning Area for that purpose until otherwise needed when it will be released as indicated in the justification above.

Under the Third Schedule of this Order there are some agricultural developments which do not require planning permission. Those that are not exempted should be designed and sited so that they do not conflict with other sub-urban interests.

POLICY GMB SUE3

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

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

POLICY GMB SUE4

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

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

POLICY GMB SUE5

The operation of small cottage industries will be supported provided that it will not create a nuisance, nor affect the

- (a) the Montego Free Zone,
- (b) Bogue Industrial Estate,
- (c) Ironshore,
- (d) Providence Industrial Park,
- (e) JIDC Park (at Glendevon)

POLICY GMB UE8

New port related activities that will not conflict with the present use of Montego Bay Free port as a major tourism and commercial centre, will be supported if parking requirements, height restrictions and landscaping in any proposal are satisfactory.

POLICY GMB UE9

Light Industrial uses will be permitted in areas zoned for office or commercial use and will be considered on their own merit.

POLICY GMB UE10 Light industrial may be allowed within the mixed use area as identified and where the privacy and enjoyment of neighbouring dwellings is not adversely affected. These developments will be considered on their own merit and will be subject to the relevant policies of this Order

There are three markets that play a significant role in the economy of the local planning area. The main market, the Charles Gordon Market is a very well visited facility and being located on 2.2 hectares is the largest market in the area. It is the traditional market for Montego Bay attracting hundreds of small vendors selling fruits and vegetables. The Montego Bay's Shoes market which specializes in clothing, shoes and accessories is informal and very dense. There are no hygiene facilities for vendors or customers and no proper waste management facilities. The narrowness of the footpaths poses a safety hazard in the event of an emergency. The Montego Bay crafts market is the primary facility for the sale of craft items. The markets have a very wide threshold in attracting both tourist and local visitors, but are however in need of improvements.

POLICY GMB UE11

The local planning authority will support the upgrading of the markets in accordance with the St. James Municipal Corporation/IDB Project and will seek to ensure that there are adequate facilities for both vendors and customers in terms of layout of stalls, paving, shelter, sanitary conveniences and adequate parking which will be provided in the municipal car park.

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

POLICY GMB UE12

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

POLICY GMB UE13

Retailing is a very important use on the ground floor of buildings in the commercial core and the proposals to use space at this level otherwise will be determined by the

URBAN ECONOMY

Montego Bay being the main administrative centre for the parish and the islands second city provides a multiplicity of economic activities, which enable job creation in the commercial, tourism, industrial and service sectors.

Affiliated to the developments in tourism in Montego Bay and the North Coast Highway development, there is a large amount of commercial activities in and around the Montego Bay urban centre.

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| POLICY GMB UE1 | Commercial developments will be supported in Montego Bay and should where possible be designed so that they are compatible with the resort nature of the town and be located in the areas identified or zoned for such activities on the land use proposal map. |
| POLICY GMB UE2 | The local planning authority will ensure that all large scale commercial developments will have minimal impact on neighbouring sites or developments in the area for which the proposal is contemplated. |
| POLICY GMB UE3 | Mixed use developments where Office and Commercial uses are housed in the same building will generally be supported |
| POLICY GMB UE4 | The local planning authority will normally support office uses in areas zoned for commercial or a mixed use of office and commercial use. |
| POLICY GMB UE5 | Where non-residential development adjoins residential uses the planning authority may vary setback, height and other relevant requirements or standards in order to safeguard residential amenities. |
| POLICY GMB UE6 | Residential uses will be considered and encouraged on the upper floors in areas zoned for office/commercial uses. |
- In addition to commercial, manufacturing and industrial facilities provide significant employment opportunities which are vital to the economic prosperity of the local planning area.
- The Free Zone is particularly conducive to investments in the information technology sector which is growing due to the presence of Jamaica Digiport International (JDI), which holds powerful data transfer facilities for international exchanges as well as sophisticated imaging, voice and related services.
- | | |
|-----------------------|---|
| POLICY GMB UE7 | Development proposals for industrial activities within Montego Bay will be restricted to the five established industrial zones namely: |
|-----------------------|---|
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POLICY GMB C4

The areas designated as areas of scenic beauty will be preserved for the enjoyment of the public at large and any development in the area will be carefully planned and controlled and impacts of climate change be considered so that the essence and importance of these areas are not lost.

Trees outside mangrove area are also important to the visual quality of the built up area and should therefore be preserved. The local planning authority has the power to place Tree Preservation Orders on trees of importance where necessary.

POLICY GMB C5

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

The Built Environment

Montego Bay is home to many declared national historical sites, the preservation and conservation of which will support the local identity and contribute new sources of income to the economy.

Prior to the refurbishing of any listed buildings or development on heritage sites consultations must be held with the Jamaica National Heritage Trust (JNHT) to ensure conformity with their requirements.

POLICY GMB C6

Planning permission will not be given for any development that would alter or damage any building which is of historic importance or any adjacent properties of similar architectural characteristics, which would adversely affect its setting.

POLICY GMB C7

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

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

POLICY GMB C8

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

Although the planning area is adequately provided with shopping facilities, it may be difficult for residents to purchase small items at times because of the distance they would have to travel to do so. It would therefore be useful if shopping outlets could be provided in these developments with the type, size, layout, siting and location of the facility being decided by the local planning authority. The design should however conform to the residential character of the area.

POLICY GMB H19

Planning permission will be granted for limited commercial facilities in housing area; where it provides convenience shopping mainly to the local community.

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

Montego Bay is well endowed with trees and foliage which gives it a special pleasant ambience. This green aspect is widely recognized as intrinsic to its environmental quality.

POLICY GMB C1

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

POLICY GMB C2

Densities exceeding 75 habitable rooms per hectare (30 habitable rooms per acre) will not be allowed along inland water bodies e.g. rivers or streams or in vulnerable areas. In areas where development is permitted adjacent to rivers or streams, the setback from the centre line of these water bodies shall be a minimum of 50 metres and may in relation to the physical conditions existing in the area, be varied by the Planning Authorities. Development 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.

Mangroves in the wetland areas in Greenwood approaching the border to Trelawny and, within the Montego Bay Marine Park in the order area have been subjected to destruction especially for the burning of charcoal and the clearing away for resort development. Preservation of these areas will be necessary if this form of vegetation is to be saved and the Planning Authorities will seek to ensure the protection of such resources.

POLICY GMB C3

Mangroves will be protected and permission for development of and within the area will not be granted except in special circumstances and only after assessment by the Natural Resources Conservation Authority.

Areas of scenic beauty that are presently in the public domain in that they are visible from some public places such as the main coast road, that is Great River to Reading and Little River to Long Bay are important tourist routes with varied land and seascapes. These areas including Flower Hill should be protected, so that the essence and importance of the areas will not be lost

The Urban Renewal (Tax Relief Act) 1995 is one of the incentive programmes developed to encourage investment, entrepreneurship, initiative and to further the plans to revive economic, social and cultural activities in identified Special Development Areas (SDA). Its main goal is to stimulate the private sector to play an active role in the redevelopment of areas designated as blighted. The programme is managed by the UDC who acts as an agent of the Ministry of Finance.

POLICY GMB H14

The planning authority will seek to facilitate development proposals which utilize available fiscal incentives provided through the Government.

The creation of new residential developments in the middle to higher income bracket is necessary to create a base of income level to support the new economic resurgence. In addition to these traditional residential areas Montego Bay coastal setting and high aesthetic value should be capitalized by facilitating new middle to upper income waterfront apartments.

POLICY DTK H15

Where incentives for housing development have been provided by Government the planning authority will seek to ensure that the development includes units provided for lower income earners and for persons with disabilities.

Uncontrolled development on a hillside is a potential hazard as it increases the area's susceptibility of slope failure, erosion and drainage problems. In an effort to protect the stability of these environmentally sensitive areas control has to be exercised over development proposals to prevent the destruction of trees and the construction of hard paving that contributes to excess runoff. The Montego Bay local planning Area has several such areas and care will be taken to ensure that housing development is not allowed in high risk locations.

POLICY GMB H16

Housing development will not be allowed on land that is steep and unstable, vulnerable to erosion, slippage, subsidence, flooding or other natural hazards or which will involve costly extra ordinary precautions to safeguard. (See Main Cross Reference Policy SP H25- SP H26)

In areas where residential accommodation is in proximity to other non-residential activities there is always the possibility of encroachment by such activities, a situation which is noticeable in the sub-urban areas, such as Mount Salem, Rosemount, Brandon Hill and Catherine Mount. The local planning authority will not support such changes.

POLICY GMB H17

The local planning authority will not support any industrial or commercial uses within a residential community, unless these enterprises are providing an essential service or facility to the community.

POLICY GMB H18

Proposals for the change of use of a residential property to a non-residential one will be permitted only if the non-residential activity is not detrimental to the amenity, privacy and enjoyment of neighbouring dwellings.

area.

Within suburban areas the residential uses are primarily located in the hilly sections of the local planning area. The developments are mainly single-family detached dwelling units; with an emerging trend towards apartments and townhouses in the lower elevations.

POLICY GMB H8 **Residential single family units or duplex dwellings will be allowed on lots which satisfy the relevant planning guidelines.**

POLICY GMB H9 **Density outside the urban core and along the elevated areas shall not exceed 75 habitable rooms per hectare (30 habitable rooms per acre) on a minimum lot size of 0.2 hectare (½ acre), with building heights not exceeding three (3) storeys. Lots in areas that do not have connection to the central sewage system; will be required to provide on-site treatment at a tertiary level.(See Map 2)**

POLICY GMB H10 **Minimum setbacks from property boundaries should conform to the guidelines in Appendix 21.**

POLICY GMB H11 **New multi-family developments (apartment/ townhouse) are expected to provide amenity area in accordance with the guidelines in the Appendix 12, Residential Density – Standards and Control and Figure 1**

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

POLICY GMB H12 **The local planning authority will not normally support non-residential development on lots zoned for residential uses except in extenuating circumstances and where there is a level of compatibility.**

Informal settlement is a major problem within the Montego local planning area, where they occupy the hillsides particularly in the north east section of the planning area. Some of these areas are sections of Glendevon, Flankers, Rose Mount, Norwood and along the Salt Spring Road; where structures range from poor to excellent conditions.

The land available for housing development in Montego Bay is limited and in a *tourism based* economy is also a very expensive resource, hence the provision of housing solutions to meet all needs has to be a strategic direction of the authorities.

POLICY GMB H13 **In areas where it is feasible to regularize existing informal settlements, the Planning Authorities will support the formalization and upgrading of such schemes which should be in keeping with safe and satisfactory standards of development.**

HOUSING

The city of Montego Bay is characterized by extensive low density urban sprawl development in the west and northwest of the city centre. The remainder of the residential use downtown are mostly informal settlements in the area of Canterbury and at the corridors of Hart Street, Barnett Street, Barrett Lane and Railway Lane. It is intended to develop the slum at Barnett and Railway lane to accommodate more and better housing units and to change the area to accommodate a mix of residential and commercial development.

POLICY GMB H1 **Housing development in the Railway Lane area will be at a maximum density of 250 hr/h (100 hp/a) with a maximum of 6 storeys on 0.2 hectare (1/2 acre) of land as shown on Map Inset 2, where the necessary infrastructure and amenities are available and the planning and environmental standards can be met. Such development should conform to the guidelines in Appendix 12.**

The use of a density range allows developers to vary the size and bulk of structures on a site. Densities will take into consideration the character and interest of surrounding developments.(See Map 2)

POLICY GMB H2 **Multifamily developments may be permitted on parcels of land which are 0.2 hectares (1/2 an acre) and over in area. These development must provide onsite sewage treatment at a tertiary level, in areas without connection to a central sewage system. These requirements may be varied if the development can satisfy the relevant planning standards to the satisfaction of the Planning Authority.**

POLICY GMB H3 **Density shall not exceed 375 habitable rooms per hectare (150 habitable rooms per acre) in areas as indicated on map 2 with building heights not exceeding ten (10) storeys.**

POLICY GMB H4 **Density shall not exceed 250 habitable rooms per hectare (100 habitable rooms per acre) in areas as indicated on map 2 with building heights not exceeding 6 storeys.**

POLICY GMB H5 **Density shall not exceed 125 habitable rooms per hectare (50 habitable rooms per acre) in areas as indicated on map 2 with building heights not exceeding 4 storeys.**

POLICY GMB H6 **Density shall not exceed 75 habitable rooms per hectare (30 habitable rooms per acre) in areas as indicated on map 2 with building heights not exceeding two (2) storeys.**

Residential infill development of vacant and underused lands will be encouraged at appropriate locations.

POLICY GMB H7 **The planning authority will normally encourage infill development at suitable sites within the Local planning**

Parking

The town of Montego Bay is heavily utilised by pedestrian and vehicular traffic and the area has a major problem of inadequate parking spaces. In order to alleviate this problem, the Local Authority has implemented one way restrictions to some main roads in order to reduce traffic congestion and allow on street parking.

POLICY GMB T11 To avoid congestion and facilitate the free flow of traffic along Church Street, Market Street, St James Street, Union Street and Creek Street, the local planning authority will support the one way system to allow on street parking along these roads where possible.

POLICY GMB T12 All new developments or extensions are required to provide adequate on-site parking for staff and customers as set out in the parking regulations, unless it is impractical or not feasible to do so in which case alternative arrangements will have to be made and approved by the local planning authority. (Main cross reference Policy SP T33)

POLICY GMB T13 Where there is a proposal to develop a parcel of land to such an extent that it cannot provide the parking requirements on site and alternative arrangements cannot be made to accommodate the excess the planning authority will not normally support these development.

Landscaping significantly improves the appearance of commercial parking lots and should be provided where these exist. Landscaped islands usually separate large expanses of asphalt and cars, while trees provide shade. Islands should be large enough and the soil uncompressed and treated to provide healthy habitat for trees and plant materials.

POLICY GMB T14 All commercial car parks should have at least ten per cent of the asphalted area landscaped with ornamental trees to the satisfaction of the Planning Authorities.

New development and where possible existing ones in which retro-fitting is taking place should be designed so that people with disabilities can negotiate the building with safe and easy access. Facilities should be provided which will allow them to alight close to shopping facilities and suitable parking provided within development.

POLICY GMB T15 The local planning authority will carefully consider the variety of needs of people with disabilities for access to, movement within buildings and will seek to ensure that such needs are taken into account and provided for as much as possible. (See Policy GD8 and SP T 42)

The long term parking solution of the concentration of public transport at the intermodal north transportation hub together with the existing south transportation centre will significantly reduce vehicular traffic into downtown and make a car-free Sam Sharp Square possible. It is envisaged that important building of public interest such as the Cultural Centre, Parish Library, Court House and Post Office as well as Historical Landmarks will make this an important area.

POLICY GMB T5 **The local planning authority will support the Pedestrian Downtown Walkability project proposal to have the space around the above buildings converted into pedestrian and user-friendly environment with shade, restaurants and enjoyable open green space.**

In order to serve communities and meaningfully improve the quality of life of residents it is important that a properly designed public transportation system incorporating bus routes be introduced within the city of Montego Bay. This would assist in reducing congestion, air pollution and greenhouse gases and improve environmental standards.

POLICY GMB T6 **The local planning authority will seek to identify public transport routes within Montego Bay local planning area when the need arises and recommend their use to the transport operators.**

POLICY GMB T7 **The local planning authority will ensure that lands are identified and zoned for facilities related to the public transportation system.**

Road Network

Montego Bay serves as a trading and processing centre in the western part of the island. As a result, traffic congestion and lack of adequate on-site parking has become commonplace in the town centre; in addition, through and local traffic are not separated and this further compounds the traffic chaos experienced on the main roads.

POLICY GMB T8 **Access and egress onto distributor roads will be limited in order to facilitate a smooth flow of through traffic and improve traffic circulation in the town.**

POLICY GMB T9 **Proposed commercial, residential and industrial development on vacant land shall be served by a service road. Where feasible this road should connect to adjacent existing roads.**

POLICY GMB T10 **The eastern bypass starting at the main road at Ironshore and ending at Montego Bay and Reading main road will be supported by the local planning authority as long as it conforms with the requirement of the National Works Agency.**

TRANSPORTATION & TRAFFIC**Public Transportation Centre**

The Montego Bay town centre serves as the transportation hub for the parish. This has given rise to it being the focal point for vehicles going in all directions within the parish of St James and to other parishes across the island. Formal public transportation within the city includes taxis and buses (which

includes coasters, mini buses, the Montego Bay Metro and the Jamaica Urban Transit Company (JUTC)) These terminate at two (2) transportation centres, the main one being located at Barnett Street, and facilitates buses and taxis with approximately 1,550 vehicles passing through it on a daily basis. The other is located at Creek Street, and only accommodates buses with approximately 272 vehicles passing through it daily. However, these facilities are insufficient and has led to issues of overcrowding based on the heavy demand for public transport giving rise to an additional 18 other formal convergence points being designated by the Transport Authority.

Overall, the Transport Authority can account for 5,621 public passenger vehicles which traverse the parish of which 98.5% or 5,534 passes through the town of Montego Bay on a daily basis.

The buses and taxis that ply the various routes throughout the area or to other parishes arbitrarily pick up and set down passengers around and/or within the central area resulting in congestion along the major thoroughfares. As a result of the preliminary assessment of the current situation a long term proposal has been developed to solve the problem.

POLICY GMB T1

The local planning authority will support the proposal by the Urban Development Corporation in partnership with the St. James Municipal Corporation and the National Works Agency to construct a north transportation centre close to North Paradise Road and surrounding area (See Land Use Proposal Map).

POLICY GMB T2

The local planning authority will have no objection to the public parking lots owned by the St. James Municipal Corporation being included in the design of the project in order to create a more spacious and accessible transportation hub.

POLICY GMB T3

The local planning authority will ensure that transportation routes and bays are clearly identified and marked within the centre so that they can operate smoothly.

POLICY GMB T4

The local planning authority will seek to ensure that the centre is provided with amenities necessary for the use and comfort of the vendors and commuters such as snack counters and toilet facilities and that vending activities are regulated.

However, there should be flexibility in the type of development that can take place in all spectrum of the housing market in the Local Planning Areas. While lot sizes in the urban areas will satisfy most home seekers, there is a need to diversify activities in these suburban areas. Larger lots reflecting a homestead type development could be allowed to satisfy owners such as retirees who enjoy or undertake activities in keeping with their lifestyles and those who are interested in doing subsistence farming.

This is significant as some residents in the suburban areas eke out an existence through subsistence farming and these lot sizes would contribute to such activities.

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

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.

GREATER MONTEGO BAY LOCAL PLANNING AREA

Montego Bay is the capital of the Parish of St. James and is situated at the north western end of the island. According to the Statistical Institute of Jamaica, Population and Housing Census 2011 findings it is Jamaica's second largest town in terms of population after Kingston, Spanish Town and Portmore. Its location provides inherent advantages as well as risks making it simultaneously the *tourism capital* of Jamaica and a city ecologically sensitive and extremely vulnerable to natural disasters.

Montego Bay presents unique opportunities and challenges needing special planning requirements which have to be considered carefully by the relevant authorities to ensure efficient functioning of the city without destroying its natural attributes.

It is anticipated that this will be achieved through the guidelines provided in this Order.

these suburban areas. Larger lots reflecting a homestead type development could be allowed to satisfy owners such as retirees who enjoy or undertake activities in keeping with their lifestyles and those who are interested in doing subsistence farming.

This is significant as some residents in the suburban areas like to seek out an existence through subsistence farming and these lot sizes would contribute to such activities.

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

POLICY LPA 1 **The local planning authority will support the subdivision of lands in suburban sections of Local Planning Areas into larger or homestead type lots as supplement to those in the urban areas to accommodate individuals who are desirous of living on large lots and those 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 amenity and/or environmental quality would be adversely affected or significantly compromised. Special attention will also be paid to the impact of agricultural development on heritage and historic environments.**

LOCAL PLANNING AREAS

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

These Local Planning Areas are based upon specific spatial criteria which help Government to identify where growth and development should occur in a sustainable, sound manner in the parish. Government Agencies will direct their resources to these towns rather than creating new ones with new infrastructure thereby saving resources.

They are dynamic and efficient centres that have a core of commercial and residential developments with natural and built landmarks and boundaries that provide a sense of place. The intention is for them to be supported by not only public but private investments as well in social and infrastructural facilities and economic activities which will be in easy reach of the population. It may be necessary in some instances to provide new infrastructure or extending existing ones to support compact growth.

The Local Planning Areas with their mix of land uses within their boundaries are expected to be used for urban purposes only. However, where an agro industry exists, the source of raw material if located in the area will be protected over the life of that industry. Lands outside the urban boundary will continue in agriculture and urban development will not be allowed in these areas under normal circumstances. However, lands within the Local Planning Area will continue in agriculture or such other activity until needed for urban development at which time it will be released in an orderly and progressive fashion unless circumstances dictate otherwise.

POLICY SP ED4

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

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

POLICY SP ED5

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

POLICY SP ED6

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

SECTION II - LOCAL PLANNING AREAS

This part of the Order presents the principles, objectives and policies that are applicable throughout the Local Planning Areas regardless of the land use designation, unless otherwise indicated. It should be read in conjunction with the other parts of this Order. The document should therefore be read as a whole.

These Local Planning Areas are Growth Centres, which based upon specific spatial criteria help government to identify where growth and development should occur in a sustainable, sound manner in the parish. Government agencies will direct their resources to these towns rather than creating new ones which will need infrastructure thereby saving resources.

These areas are dynamic and efficient centres that have a core of commercial and residential developments with natural and built landmarks and boundaries that provide a sense of place. The intention is for the areas to be supported by not only public but private investments as well as social and infrastructural facilities and economic activities which will be in easy reach of the population. It may be necessary in some instances to provide new infrastructure or extending existing ones to support compact growth.

The Local Planning Areas or Growth Centres with their mix of land uses within their boundaries are expected to be used for urban purposes only. However where an agro industry exists, the source of raw material if located in the area will be protected over the life of that industry. Lands outside the urban boundary will continue in agriculture and urban development will not be allowed in these areas under normal circumstances. However lands within the local planning area will continue in agriculture or such other non-urban activity until needed for urban development at which time it will be released in an orderly and progressive fashion unless circumstances dictate otherwise.

However, where the land is being used for housing construction there should be flexibility in the type of development that can take place in all spectrum of the housing market. While lot sizes in the urban areas will satisfy most home seekers, there is a need to diversify their size and activities

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- iii) the siting and illumination of advertisements within conservation and heritage areas where particular attention will be paid to the design, to ensure the maintenance and enhancement of the historic character and appearance of the area.

POLICY CA 8

The planning authorities' decision in dealing with advertisement will be influenced by the Advertisement Regulations, the above policies, the guidelines in Appendix 18 of this Order and the Development and Investment Manual Volume 1, Section 1-Planning and Development

EDUCATIONAL FACILITIES

The Ministry of Education is rationalizing the use of school buildings by closing down those where the enrollment has fallen below their capacity and diverting children to other locations where facilities are available. This will result in a permanent surplus of school buildings and playing fields. Where such structures exist the local planning authority will consider alternative uses taking into consideration the local needs of the community, such as proposals for housing and recreation.

POLICY SP ED1

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

POLICY SP ED2

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

Nursery schools or schools for children up to five years old are normally provided by private individuals although they have to conform to Government standards. These are operated by and in church halls in community centres, and in residential areas but the needs of some areas are not met. The provision of these schools will be encouraged as long as they meet the requirements for their establishment

POLICY SP ED3

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

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

POLICY CA 1	Advertisements should be designed such that they are appropriate to their surroundings in terms of scale, colour and material and are conscious of the architectural qualities of and buildings on which they are located.
POLICY CA 2	Advertisement hoardings and illuminated display panels will only be approved at sites where they are used as a design element and integrate well with their surroundings.
POLICY CA 3	Proposals for hoardings that screen a derelict site pending redevelopment or an acknowledged unsightly feature may be acceptable and will be considered on their merits.
POLICY CA 4	A discontinuance notice will be served where existing hoardings are an impediment to the comprehensive redevelopment of a site, a regeneration scheme or an area for environmental improvement scheme.

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

POLICY CA 5	Where consent is required, applications for projecting signs of business premises will be considered having regard to the number of existing projecting signs on the premises. Consent will normally be granted for one projecting sign at fascia level for each elevation of the premises.
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Legitimately displayed directional signs are among the distractions to motorists on highways. Only appropriate signs such as those which are acceptable in terms of amenity and road safety will be allowed.

POLICY CA6	Signs intended to direct pedestrians or road users to particular sites or location not visible from the public highway will normally be permitted where their display would not be detrimental to visual amenity or highway safety.
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In addition to the above guidelines the local planning authority will assess the impact of advertisement on their location such as the street scene and consider proposals in terms of impact.

POLICY CA 7	In assessing applications the local planning authority will take into consideration: <ul style="list-style-type: none">i) the general siting, size and dominance of the proposal and its impact upon the amenity of the locality including vistas or features of visual interest.ii) all relevant safety considerations and standards relating to land, air and water transport.
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stations are located on the same side of the road, they should be spaced at least 300m apart unless they are contiguous with a common entrance and exit. On dual carriageway roads, stations may be sited opposite to one another. Communities and commercial areas should benefit from their location as they can add to their economic activities whilst providing a service. Consideration will therefore be given to their placement to ensure that there are no adverse effects on the residents, adjacent development and traffic flow.

POLICY PFS 5 **Developments which are not sensitively designed with regards to noise and other nuisance and integrated with surrounding areas will not be given planning permission.**

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

POLICY PFS 6 **"Vapour recovery pumps" should be installed in all new petrol filling stations where the petrol being dispensed contains benzene.**

POLICY PFS 7 **The planning authority will ensure that petrol filling stations are suitably designed to manage trade effluent and hazardous waste produced according to applicable guidelines and standards.**

CONTROL OF ADVERTISEMENT

The display of advertisement shall be controlled in accordance with the Town and Country Planning (Control of Advertisement) Regulation, 1978. Hoardings or other similar structures used or adopted for the display of advertisements or other public notices constitute development for which planning permission shall be required.

The regulations set out the general framework for the control of advertisements but the power of the Planning Authority thereunder may be exercised only in the interest of amenity and public safety. It also imposes standards on all advertisements requiring them to be kept in a clean, tidy and safe condition and requiring permission from the owner to have them displayed on their property. It is intended to avoid proliferation of signage that can result in an unsightly and cluttered appearance on buildings or within a locality. Proposals will be assessed in terms of location and siting, visual amenity, dominance in the street scene, illumination and public safety. The existence of a poor quality sign will not be a precedent for similar displays.

Developers and other interested parties should familiarize themselves with the regulations and the policies herein as the Planning Authorities will pay due regard to them in dealing with applications. The local planning authority will also take action under these regulations to remove signs that have been erected within main road corridors which are detrimental to the quality of the environment.

FIFTH SCHEDULE, *contd.*

APPENDICES

APPENDIX I

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 purpose of advertisements, 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 reference to the display of advertisements shall be construed accordingly.

"agriculture" means the cultivation of the soil for any purpose, the breeding and keeping of livestock and pond fish, the keeping of apiaries, the use of land for grazing, meadows, nurseries, the growing of economic fruit trees and the use of land for woodlands where this is ancillary to other agricultural activities;

"amenity area" means an area within a development which is intended for leisure purposes which may include landscaped site area, communal lounges or swimming pools;

"apartment building" means a strata development in which the units in the building are located above each other, the roof of one unit being the floor of the one above, and having shared entrances and other essential facilities and services and with shared facilities provided for dwelling units;

"bad neighbour" means any use that has a seriously detrimental effect on the locality in terms of noise, traffic or other disturbances to people living near it;

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

"building line" means a line established from an officially designated centre line or boundary of a street from which all front and street setbacks required under this Order shall be measured and determined;

"built up area" means land forming part of the urban area which is either developed, committed for development or the subject of a new land allocation in this plan. It is a policy boundary concept rather than what exists and is the area within which the general presumption is in favour of and outside which it is against development;

POLICY AD WT4

The indiscriminate and unsatisfactory disposal of waste will not be encouraged and the local planning authority will support the development of storage facilities on site where the separation and where recycling of such waste can be undertaken and placed in a central location for collection.

Water Supply

The majority of the Adelphi local planning area is served with piped water, while those who are not use catchment tanks or other water sources such as rivers or streams.

POLICY AD WS1

The local planning authority will not, in any way, approve any development that will threaten any streams or rivers which is a source of water for public use.

POLICY AD WS2

All developments shall be required to provide catchment tanks or some other method of harnessing rainwater to satisfy their needs in the absence of a piped water supply system.

POLICY AD WS3

The provision of rainwater catchment tanks will be encouraged by the planning authorities for residential developments and other areas without public water supply.

POLICY AD SA5

Developments which would result in the reduction of the available educational facilities will not be encouraged unless provisions can be made elsewhere at a suitable location to offset any loss which would result from such development.

Institutional

There is a Type II health centre which provides limited medical and counselling services to the residents in the area.

POLICY AD SA6

The local planning authority will identify lands for the expansion and upgrading of the health facility when this becomes necessary.

WASTE TREATMENT AND DISPOSAL**Sewage Waste**

Traditionally, sewage in the area was normally disposed of onsite by means of absorption pits with septic tanks being subsequently used along with absorption pits as the main method of sewage disposal. Environment, Health, and Planning Authorities are becoming more stringent with regards to the management and disposal of waste and sewage; hence there is a concerted effort to have sewage treated to at least a tertiary level.

POLICY AD WT1

The local planning authority will support any recognized method of waste disposal that is satisfactory for the area which is recommended by the health authorities and relevant agencies.

The 2001 Census revealed that approximately 25 per cent of households in Adelphi use the traditional pit latrine as the means of sewage disposal down from 38 per cent in 2001. Notwithstanding, with irregularities in the piped water supply system to ensure a healthy environment the minimum acceptable standard of a Ventilated Improved Pit latrine (VIP) will be acceptable while the ultimate aim should be to have a water closet in all buildings.

POLICY AD WT2

Permission will be granted to public or private developers who desire to develop a central sewage system once the development is not in conflict with surrounding land uses.

POLICY AD WT3

In situations where a pit latrine has to be used, the interim the Ventilated Improved Pit (VIP) latrine will be recommended in accordance with the Ministry of Health standards.

Solid Waste

There is a lack of routine garbage collection by the National Solid Waste Management Authority resulting in a majority of residents burning their solid waste. If some method of recycling were to be introduced along with a repository in a central location this would diminish the amount of waste being disposed of indiscriminately and relieve the situation.

POLICY AD UE3

Compatible mixed uses that satisfy the needs of the residents and create additional jobs will be supported by the planning authorities.

SOCIAL AMENITIES

The Adelphi local planning area has several basic social facilities and amenities necessary for the comfort of the residents. These include churches, health centre, schools, a post office and a police station.

Open Space

Though limited open spaces exist in the town it is prudent that these areas of high amenity value to the residents be preserved and improved. They should be upgraded to include a multipurpose community centre and other recreational facilities which could be used for a variety of purposes by the community.

POLICY AD SA1

All lots within Adelphi local planning area that are designated as open space or for recreational use by the local authority shall be used only for such purpose and; the planning authority will not support any other developments unless a suitable alternative site is provided for use by the community of a similar and equal stature.

POLICY AD SA2

No structure will be allowed on any public open space that does not complement the use thereof.

Cemetery

The Content Cemetery which is approximately 0.45 hectares (1.1 acre) is located in the north western section of the planning area and is underutilized and overgrown with shrubs and trees. Residents continue to have burial in family plots but with the current initiative by the local planning authority to eliminate this practice there is need for the use of the cemetery in the area to be re-activated. It is therefore of importance that the cemetery be rehabilitated and properly maintained by the local authority to encourage its fulsome use by the residents.

POLICY AD SA3

The local planning authority will support at home burials only in situation where there is an existing family plot with the capacity to satisfactorily accommodate the burial, otherwise such activity should be in the public cemetery.

Educational Facilities

Education plays an essential role in promoting national well-being and the social, economic and cultural development of a locality. A basic and a primary school exists within the planning area however, these facilities are inadequate to meet the needs of the residents.

POLICY AD SA4

The local planning authority will seek to identify suitable lands for the development of additional educational facilities within the local planning area.

type development so that residents will be able to undertake agricultural activities if so desired. In this regard developers and other interested parties should be guided by Policies LPA 1 and LPA 2 and their justification.

POLICY AD SUE1 **Proposals for agro-industrial development will normally be supported provided that such proposals are at locations where the infrastructural facilities are available and the character of the area will not be compromised.**

POLICY AD SUE2 **Consideration will be given to small scale cottage industries provided that they will not have any negative impact on the area.**

POLICY AD SUE3 **Agricultural activities which do not depend directly on the quality of the soil will normally be supported by the local planning authority on poor quality agricultural land providing it does not affect the character and appearance of the neighbourhood in anyway.**

Expansion of the economic base can also be achieved through the re-use of redundant rural buildings for various purposes. However, caution will have to be exercised to ensure that a heavy volume of traffic is not encouraged in areas where they cannot be accommodated.

POLICY AD SUE4 **Recreational, light industrial, educational, and tourist related uses will be supported within redundant farm and institutional buildings, provided that these activities would not affect the character of the building or be detrimental to the area.**

URBAN ECONOMY

Agriculture is the major economic activity in this area along with a few light industries. The majority of the commercial activities are shared with residential usage.

Small commercial activities are not sufficient to stimulate the economic growth that is required for the area to become a vibrant growth centre. There is a need to provide alternative forms of economic activities to achieve this and provide a wide range of opportunities for residents.

POLICY AD UE1 **New commercial and or office uses will be permitted within the zones designated for such purposes on the land use proposals map.**

POLICY AD UE2 **The local planning authority will support the development of complimentary industries which will facilitate the growth of agriculture within the area in which case the reduction of land for agricultural use will be protracted.**

In its efforts to prevent the proliferation of unplanned settlement in the area the local planning authority will ensure that strict enforcement is undertaken. Illegal buildings will not be allowed to rationalise their situation unless they satisfy the criteria for such development where they are located.

POLICY AD H5

The local planning authority will not grant permission for retention of use for any development undertaken without planning permission and especially those located in environmentally sensitive areas, unless they conform with the requirements for such development in the area in which they are located.

CONSERVATION OF NATURAL AND BUILT ENVIRONMENT

Natural Environment

Adelphi's natural environment consists of undulating terrain with the south western and north eastern sections having lush vegetation. The area also has an even distribution of tributaries of the Montego River.

POLICY AD C1

The planning authorities will support developmental activities that will ensure sustainable use of water resources as well as the preservation of ecosystems and the aquatic environment throughout the planning area.

POLICY AD C2

The local planning authority will not grant planning permission for any developments which will result in the large scale removal of flora and fauna.

Built Environment

The area boasts a rich historical background and has two large estates with buildings of remarkable historic architecture which should be protected.

POLICY AD C3

The local planning authority will not grant planning permission for any developments involving the historic buildings or sites in the Adelphi local planning area especially where such action would adversely affect the architectural or historic interest of the area.

SUB-URBAN ECONOMY

Agriculture remains one of the main sources of employment with several small farmers undertaking livestock and crop cultivation which are used for both domestic and commercial purposes. Other activities are needed to be undertaken to improve the economy and the planning authorities will support proposals that will achieve this goal. The use of agricultural lands will be rationalized until it is required for other activities by which time farming activities should be on the decline. None the less where subdivision is contemplated lot sizes should reflect a homestead

provisions can be met elsewhere to the satisfaction of the local planning authority.

Network and Infrastructure

The area has no immediate traffic congestion problems, however the lack of sidewalks or green verges along roadways creates a problem for the safe movement of pedestrians.

POLICY AD T4

The local planning authority will seek to have the local authority implement a program of sidewalk and green verges development in the area along with other interested persons and organization.

HOUSING

According to the 2011 Population Census seventy-six per cent (76%) of the houses in the planning area are owner occupied and are mainly single family detached type units. Semi-detached multi-family units such as townhouses and apartments are very limited. There is a slow trend towards the construction of gated communities which have a mixture of detached and semi-detached residential units.

POLICY AD H1

The local planning authority will support the use of agricultural lands for housing purposes on a rational basis especially where property developers cannot access suitable lands for housing solutions elsewhere as long as it recognizes Policy LPA 1 and LPA 2 and their justification.

POLICY AD H2

The local planning authority will support residential developments in an area where they are compatible to and in accordance with the development densities and standards required for the area and satisfy the other relevant planning guidelines. Such developments should conform to the policies and guidelines in Appendix 12.

POLICY AD H3

Residential density shall not exceed 125 habitable rooms per hectare (50 habitable rooms per acre) on a minimum lot size of 0.2 hectare ($\frac{1}{2}$ acre), with building heights not exceeding four (4) storeys for residential lots in areas that do not have connection a central sewage system; where there is no such system the units will be required to treat sewerage to at least a tertiary level using any of the methods approved by the appropriate authority.

POLICY AD H4

In areas of steep slopes (25° - 30°) or unstable geology density for single family/ duplex developments, shall not exceed 75 habitable rooms per hectare (30 habitable rooms per acre), and shall be in accordance with the hillside development guidelines as outlined in Appendix 22 and factor climate change considerations.

point where it is easily collected especially in areas where garbage pickup may be sporadic.

ADELPHI LOCAL PLANNING AREA PLAN

Adelphi is a small rural town south of the parish capital Montego Bay, and is popularly known as the site of the first estate in Jamaica where the slave population were educated and provided with religious instruction.

The local planning area comprises Content Estate in the north, Lima Estate in the east, Windsor Lodge in the south and Glasgow in the west. It is approximately 11,882.585 km² (1,188.25 hectares or 2936.25 acres) in size. The area is characterised by undulating lands with mixed land uses comprising agriculture, commercial and residential activities.

The 2011 Population Census indicated that Adelphi population increased significantly since 2001, moving from 1,458 persons in 2001 to 2,218 in 2011 at a growth rate of 4.3 per cent per annum. Based on the current trend the population is projected to increase to approximately 3,374 persons in 2021 and 5,133 by 2031. The dependency burden for Adelphi was 55 dependents to 100 working individual in 2011, a decrease from 61 dependents to 100 working individuals in 2001.

TRANSPORTATION

Public Transportation

Transportation services within the local planning area is provided by means of private motor vehicles or publicly by route taxis and minibuses which plies within Adelphi and to and from Montego Bay and other adjoining communities.

POLICY AD T1

The local planning authority will seek to ensure that the main transport routes are provided with lay-bys at central collection and disembarkation points to allow public passengers safety.

Vehicular Parking

There is no public transportation centre and the absence of 'large scale' economic activity in the area has lessened the need for one. Public passenger vehicles park for the loading and unloading of passengers along the roadways as necessary.

POLICY AD T2

If the economic activity in the area increases to a level warranting it, the local planning authority will identify lands within Adelphi that can facilitate a proper transportation centre to accommodate all public passenger vehicles, which will be expected to operate from this location.

POLICY AD T3

All new developments and extensions will be required to satisfy their parking requirements on site unless such

(19%) of households receive water from a standpipe. Twenty-one percent (21%) of the residents utilize springs or river for domestic activities.

POLICY JH WS1

Proposed developments in areas with or without a reliable piped water supply system will be required to construct catchment tanks with the capacity to satisfy their water supply requirements or as an emergency or standby supply.

POLICY JH WS2

All new developments shall be required to provide rainwater harnessing facilities or other suitable water source to satisfy the needs of the development

WASTE TREATMENT AND DISPOSAL

Sewage Disposal

There is no central sewage disposal system in Johns Hall. The 2011 STATIN Population Census data showed that approximately thirty-three per cent (33%) of the total households use pit latrines as their means of disposal. In order to protect water sources, all waste from developments is to be disposed of by methods recommended and approved by the Health and other appropriate authorities.

POLICY JH WT1

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

- (i) Septic tanks and tile field
- (ii) Any other safe and appropriate waste disposal technology as may be developed from time to time that is acceptable to the planning authorities and other relevant agencies.
- (iii) Where pit latrines have to be used these should be of VIP type.

Solid Waste

Johns Hall is serviced by the Western Parks and Markets garbage truck usually once per week. This collection is however very irregular and many times, not accessible to developments located off the major roadways. The 2011 STATIN Population Census data showed that approximately thirty-one per cent (31%) of the community burns their garbage and a minority disposes of it into rivers and streams. This is an unsatisfactory situation which may lead to deterioration of public health and degradation of the environment.

POLICY JH WT2

All new developments are required to provide adequate garbage receptacles on their premises and to transfer the waste therefrom into a repository where one exists, or to a

Education Facilities

The local planning area is served by one primary school and one basic school along with the Johns Hall and Salters Hill All Age Schools. There are also privately operated institutions such as the Robins Nest Pre School and Johns Hall Skills Training Centre, located here, however, there is a lack of Early Childhood institutions.

POLICY JH SA5

The local planning authority will identify lands for the development of educational institutions especially at the early childhood level when necessary and encourage the appropriate agency to establish such facilities.

POLICY JH SA6

Developments which would result in the reduction of the available educational facilities will not be encouraged unless provisions can be made at a suitable location elsewhere to offset any loss which would result from such development.

The Johns Hall Heart Skills Training Centre offers courses in Housekeeping and Restaurant Services, which produces a ready workforce for the nearby hotel industry. Local planning authority will be minded to support the expansion of this facility and or the development of additional skills training institutions, should the need arise.

POLICY JH SA7

The local planning authority will support the expansion and development of the existing skills training facilities or other such facilities on sites suitable for such purposes.

Cemetery

The local planning area does not have a public or municipal cemetery. Presently burials within the community occur in family plots or in cemeteries affiliated to churches within the area. Steps should be taken to ensure that a municipal cemetery is put in place. The Local Planning Authority should also explore other interment options that conserve land.

POLICY JH SA8

The Local planning authority will identify suitable lands for a public cemetery and once this facility has been developed, the practice of onsite or family plot burials will not be entertained.

POLICY JH SA9

The Local Planning Authority will support the use of crematoria and other approved interment options provided that the relevant planning, health and environmental standards are met.

WATER SUPPLY

The Johns Hall area is supplied by both a National Water Commission Gravity Fed Source and a Minor Water Supply facility. According to the 2011 Population Census, only twenty-three percent (23%) of households received water piped into dwelling while approximately nineteen percent

Due to the proximity to Montego Bay, this area may provide an important complement of activities and accommodation options to the larger hotels located along the coast.

POLICY JH TO2 **Developments which seek to promote and encourage heritage, cultural and eco-tourism activities will generally be supported, provided they do not destroy or deface any cultural or heritage site, nor destroy the natural habitat of any significant flora or fauna, and conforms with other relevant policies in this Order.**

POLICY JH TO3 **The local planning authority will normally support development which improves or expands the range of tourist facilities, provided that they are not detrimental to the character and appearance of the locality and the amenities of the surrounding areas.**

SOCIAL AMENITIES

Institutions

Social amenities such as a Type I Health Centre; schools, a skills training centre, a post office, and several churches are in this planning area. The area is however in need of a library which could also provide accommodation for a much needed home work programme.

POLICY JH SA1 **The local planning authority will identify suitable lands within the local planning area to establish a library.**

Open Spaces and Recreation

There is the need for a formal community centre and designated open spaces as the ones that are presently being used for recreational purposes are privately owned or affiliated with schools and churches in the area.

POLICY JH SA2 **The local planning authority will identify suitable lands for open space and seek to have the local authority construct a community centre thereon which can incorporate other uses, such as skill training facilities along with other beneficial social activities for community members.**

POLICY JH SA3 **The local planning authority will ensure that existing open spaces and amenity areas are safeguarded and where appropriate seek to ensure that new areas are provided.**

POLICY JH SA4 **In all new residential developments consisting of over ten (10) lots, land is to be reserved for open space to satisfy the recreational needs of the community to the satisfaction of the local planning authority.**

URBAN ECONOMY

Commercial activities within the Town for the most part is limited to small grocery shops, bars and convenience stores located in a linear pattern along the main road. Although the town centre is not clearly defined; there is an area in the vicinity of the Post Office that is noticeably more active than others where commercial activities and other uses are concentrated. There are no services such as banking and bill payment centres in the area and residents utilize those services in Montego Bay. There is a need to provide facilities for a wider complement of goods and services for the sustained development of the area but this is restrained by the limited vacant lands within the urban core. This may therefore result in the need to encourage more concentrated vertical developments and in some situations the amalgamation of lots in order to satisfy the planning requirements for parking and setbacks.

POLICY JH UE1

Provision will be made on the land use proposal map for office and commercial use and developments or redevelopments in these areas will be encouraged to make provision for facilities such as bill payments etc. to satisfy local needs.

POLICY JH UE2

Proposals for increase in building heights for commercial and office use will be supported but these may not exceed two (2) storeys and must adhere to the relevant planning standards including setbacks from property boundaries to the satisfaction of the local planning authority. See Appendix 21.

POLICY JH UE3

Planning permission will normally be granted for commercial activities and other mixed uses along main roads where they are compatible with the existing developments and will not cause damage to the amenities of the area.

TOURISM

The Johns Hall Area has significant scenic areas, providing lush mountain views which are now being utilized by the Johns Hall Adventure Tours.

Tourism activity was vibrant when the Orange River Ranch and Guest House were used by eco tourists but this activity has since decreased due to the closing down of this facility.

The site of the Ranch was ideal for the type of Tourism which existed there before as the area was cool enough for trails and there was the lush flora and fauna in the surroundings.

POLICY JH TO1

The local planning authority will support any plans to re-open and maintain the Orange River Ranch and guesthouse or to promote this type of tourism.

The development of Eco-Tourism in the form of Nature Trails and similar activities along with Bed and Breakfast or boutique type of resorts in Johns Hall could provide income for residents.

SUB-URBAN ECONOMY

There are several small farmers practising subsistence farming; such as the growing of bananas, coconuts, star apple and cane mainly for domestic purposes. Considering this area's close location to a ready market in Montego Bay, a range of agricultural activities at suitable sites should be encouraged to diversify the area's economy. This will be dealt with when land is being subdivided for residential purposes in the suburban area and is dealt with under policies LPA 1 and LPA 2.

POLICY JH SUE1

A variety of agricultural proposals will be supported in Johns Hall provided that such proposals will not compromise the land for residential use which should conform with Policies LPA 1 and 2 when required, or impact adversely on the environment when in residential use.

The area under banana cultivation in Johns Hall is not as large as it was in previous years when there was a Banana Boxing Plant located in the area. This Plant has been closed for several years due to the reduction in the export of bananas to the United Kingdom. Diversification of agricultural production in the area will provide opportunities for the development of complementary industries thus building the economy of the area and its immediate surroundings.

POLICY JH SUE2

The development of agro-processing and related industries will be supported provided that they will not create a nuisance, nor affect the character and environment of the area.

Interest has been shown by community members to use the bamboo plant which is plentiful for craft, as a means of creating employment for individuals in the area. However, care must be taken that the removal and use is sustainably managed in order to conserve the resource and the environment.

POLICY JH SUE4

The local planning authority will normally support the use of bamboo and other plants in the development of craft in the local planning area. Each development will be assessed on its own merit and must satisfy all environmental and planning standards to the satisfaction of the local planning authority.

The Johns Hall quarry is located on the border of the local planning area and is an industry which provides employment for persons in Johns Hall and the immediate vicinity.

POLICY JH SUE4

All quarrying activities will be located in the quarry zones and should therefore obtain the requisite permits and licenses from the Mines and Geology Division before any activity is undertaken.

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

While it is not evident that the forested areas currently are under intense pressure of degradation, it is important that measures are put in place to protect them. This is of paramount importance as many rivers and tributaries which traverse the Johns Hall area ultimately empty into the Montego Bay Marine Protected Area via the Montego River.

POLICY JH C1 **Planning permission will not be granted for developments which will result in the large scale destruction and removal of flora and fauna.**

POLICY JH C2 **In areas where development is permitted adjacent to rivers or streams, the setback from the centre line of these water bodies shall be a minimum of 50 metres and may in relation to the physical conditions existing in the area, be varied by the planning authorities.**

The main tributary of the Montego River with its several tributaries in Johns Hall is the Orange River. These surface water bodies provide a significant source of the water consumed by the community and surrounding areas.

POLICY JH C3 **Development proposals that would materially affect the quality and quantity of fresh water sources in the area will not be supported.**

POLICY JH C4 **Developments that will ensure sustainable use of water resources as well as the preservation of ecosystems and the aquatic environment throughout the order area will be supported by the local planning authority.**

Built Environment

The Salters Hill Baptist Church which is listed as a heritage site by the Jamaica National Heritage Trust is of special significance. It was constructed in 1825 and contributed to the welfare of enslaved and freed slaves during the pre and post emancipation era. It was destroyed by fire in the early nineteenth century, however; the exterior stone walls of the Georgian style building still remain.

POLICY JH C5 **All proposals for the reconstruction, use or extension of the Salters Hill Baptist Church should be in keeping with preservation guidelines provided by the Jamaica National Heritage Trust.**

POLICY JH C6 **Permission will not be given for development within the vicinity of any monument or site listed by the National Heritage Trust until after consultation with that body.**

stipulated by the Local Planning Authority. Main Cross Reference Policy SP H24.

Any uncontrolled development on steep hillsides is a potential hazard as it increases the susceptibility of the area to slope failure and erosion. In an effort to protect the stability of these sensitive areas, control has to be exercised over development activities.

POLICY JH H4

Housing development will not be allowed on land which will involve costly extra ordinary precautions to safeguard against landslides and other natural hazards. Main Cross Reference Policy SP H25 and SP H26.

POLICY JH H5

Residential density shall not exceed 125 habitable rooms per hectare (50 habitable rooms per acre) on a minimum lot size of 0.2 hectare (½ acre), with building heights not exceeding four (4) storeys for residential lots in areas that do not have connection a central sewage system; where there is no such system the units will be required to treat sewerage to at least a tertiary level using any of the methods approved by the appropriate authority.

POLICY JH H6

In areas of steep slopes (25° - 30°) or unstable geology density for single family/ duplex developments, shall not exceed 75 habitable rooms per hectare (30 habitable rooms per acre), and shall be in accordance with the hillside development guidelines as outlined in Appendix 22 and factor climate change considerations.

Although Johns Hall is predominantly a residential community, in many instances, mixed uses occur where residential and other uses occur either on the same lot or on the same building. These establishments should be compatible with residential use and be ancillary to the use of the lot. Signs and hoardings should be kept to a minimum and should not diminish the residential nature of the area.

POLICY JH H7

Planning permission will normally be granted for mixed use activities where they are compatible with the residential character and will not cause damage to the amenities of the area

The need for affordable housing or land for such activity usually gives rise to informal settlements where it is not readily available. There are two such small informal communities in Johns Hall. The local planning authority will support their regularization and upgrading where the sites are suitable for development or relocation where the sites prove otherwise.

POLICY JH H8

Where it is planned to regularize existing informal settlements, the local planning authority will seek to ensure that the activity is undertaken in such a way that it provides a safe and orderly developed locality for the residents.

Vehicular Parking

There is a general deficiency in the provision of parking spaces for commercial and office developments. While some developments provide parking, it is often inadequate based on the nature and scope of the activities being undertaken. The provision of adequate on-site parking spaces is critical to the traffic circulation and function of the roadways and business generally.

POLICY JH T3

The planning authorities will not support proposals for new development or extensions unless the development provides the required number and design of parking spaces on site as stipulated in Appendices 9, and figure 2, 3 and 5 of this Order.

POLICY JH T4

Where onsite parking provisions cannot be met, supplemental parking may be provided elsewhere to the satisfaction of the local planning authority.

POLICY JH T5

On-street parking may be allowed where in the opinion of the appropriate road authority it does not affect the free flow of traffic and is not detrimental to pedestrians and other road users.

HOUSING

Residences in the area are mainly single family detached owner occupied units predominantly constructed of wood and as such there is a greater risk of housing loss due to hurricanes and fires.

New housing development will be encouraged in areas where maximum advantage can be taken of existing infrastructure or where it provides an extension to the existing infrastructure.

POLICY JH H1

The planning authority will normally support single family residential developments where the necessary infrastructure and amenities are available.

POLICY JH H2

Permission will be given where necessary for residential development which would be small in scale, avoids the appearance of a housing estate and respects the village environment.

Presently, there are no multi-family type developments such as townhouses and apartments. This may be due to the existing level of amenities and slow population growth in the Johns Hall Area. However, should the need arise, they may be considered in areas where the topography, lot size and infrastructure can accommodate them and they will not detract from the rural character of the area. See also Appendix 12.

POLICY JH H3

The erection of multi-family type developments (Apartments and Townhouses) will be supported in areas where they can conform to all required standards as

The community is characterized by lush flora and fauna which currently supports tourist attractions.

The most recent Population Census data (2011) showed that the Johns Hall Local Planning Area had a population of 3,216 persons, an increase of 3.27 percent from the 2001 census. It is projected that by the year 2021 the plan area will have a total population of 4,440.

The local planning area is predominately a residential area which is supported by small commercial entities, located in a linear fashion along major roadways. There are several basic social services and amenities in the area which is classified as a district centre in Jamaica's Settlement Strategy (1997).

TRANSPORTATION

Public Transportation

The local planning area is serviced by approximately thirty-six (36) licensed taxis and one licensed rural stage carrier (a minibus) which provide linkages to Montego Bay and surrounding areas. These are complimented by several other modes of transportation which provide access especially for the interior of the area where the service of public transport is not readily available. Due to the sparse, relatively low population, the current number of public passenger routes which service the local planning area appears sufficient.

There is no convergence of public passenger vehicles or traffic congestion issues presently, as vehicles tend to pass through the area and into other communities quite easily. However, it would be safer especially if the volume of traffic increases for them to have designated letting off points along the road rather than doing so haphazardly. As such, the development of bus stops and lay bys would contribute to a safer and more efficient transportation system in Johns Hall.

POLICY JH T1

The local planning authority will support the development of lay-bys and bus stops at suitable locations to facilitate the picking up and letting off of passengers and ease vehicular and passenger movement.

Road Network

The Johns Hall main road is the main route linking the area to surrounding communities and the capital city of Montego Bay.

However, no provision has been made for sidewalks along this and the other interior roads, making them unsafe for pedestrians. Priority should therefore be given to the provision of sidewalk facilities along these roadways especially within the town centre. They should wherever possible be complemented with landscaping and provisions for access by disabled persons.

POLICY JH T2

The local planning authority will support the redevelopment of arterial or any other roads in the area that seeks to improve or add adequate sidewalk facilities, for the use and safety of pedestrians and disabled.

WATER SUPPLY

According to the STATIN 2011 Census, thirty-six percent (36%) of residents received piped water through public and private sources while fifty-four percent (54%) received water from rivers and springs. Because of this a lot of suburban areas still rely on rivers, streams and catchment tanks for the supply of water.

POLICY MT WS1

The construction of catchment tanks will be encouraged by the planning authorities for residential and other developments especially in hilly areas and areas without public water supply.

WASTE TREATMENT AND DISPOSAL

Sewage Disposal

Many of the existing developments where water is available dispose of sewage via absorption pits and in some situations a combination of pit and septic tanks. In many instances the sewage is not treated to a secondary level.

POLICY MT WT1

New developments or extensions should have sewage facilities that treat the waste to at least a secondary level by any safe and appropriate waste disposal technology as may be developed from time to time that is acceptable to the local planning authority and other appropriate agencies.

Solid Waste

There is a lack of routine garbage collection by the relevant authority resulting in dumping which ends up in rivers or along roadways. The introduction of some methods of recycling along with a repositories at central locations would help to relieve the situation.

POLICY MT WT2

Owners of buildings are expected to have proper garbage disposal facilities on their premises and the local planning authority will not approve any new buildings or extension devoid of such facilities and will encourage the relevant Authority to have large garbage receptacles placed in public areas as a repository.

POLICY MT WT3

Planning permission will not be given for waste disposal operations likely to have an adverse effect on public health and safety.

JOHNS HALL LOCAL PLANNING AREA PLAN

Johns Hall is a local planning area located approximately 17 kilometres south of the Capital city of Montego Bay. The communities of Orange Estate and Coolie Shop are located to the south while to the north and east respectively, are the communities of Spring Mount Estate, and Retirement.

for such development as indicated in this Development Order.

POLICY MT UF2

Small compatible business activities along with light industrial enterprises will be supported at suitable locations where the necessary infrastructure and facilities are available in an effort to create employment opportunities in the area.

SUB-URBAN ECONOMY

Several small farmers practice subsistence farming; growing crops such as bananas, coconuts, pineapple, citrus in the suburban parts of the local planning area for both domestic and commercial purposes. Over the years agricultural production has declined significantly. The planning authorities will support as best as possible proposals that will provide employment for residents that will improve their earnings.

POLICY MT SUE1

The Local Planning Authority will support proposals for agricultural development which is not in conflict with the character of the area, or impact adversely on the environment or have a deleterious effect on residential activities.

TOURISM

There are attractions of historical, archaeological and aesthetical value in the Flagstaff area of Maroon Town which has the potential for economic development of the area. Flagstaff which is a heritage site and is protected by the Jamaica National Heritage Trust has been developed as an eco-heritage tourism product.

Other facilities to attract tourists will be encouraged in the built up area of Flagstaff, however, they should be compatible with the amenities and the interests of local residents should be safeguarded.

POLICY MT TO1

Developments which improve or expand the range of tourist facilities will be permitted, provided that they would not be detrimental to the character and appearance of the locality and the amenities of the nearby residents.

In an effort to conserve the natural environment of Maroon Town, low impact eco-tourism ventures that are in conformity with the guidelines for development of the area could be encouraged. This would include activities such as nature trails which could extend in adjacent areas.

POLICY MT TO2

The local planning authority will support proposals for eco/heritage-tourism activities such as nature trails, as long as they are not detrimental or incompatible with the natural environment of the area.

SOCIAL AMENITIES

Open Space and Recreation

Community centres are located in Flagstaff and Maroon Town. However, some residents use the facilities located at Garlands, Mocho and Welcome Hall which are outside the local planning area boundary. The community centres are used primarily as a meeting place and sporting and training activities for local people as well as a shelter for displaced residents in times of disasters. Maroon Town has only one major open area commonly referred to as the Sports ground that is mostly used for the playing of football and is located at the Maroon Town Community Centre. Some of the other centres have smaller playing fields as well as some of the schools but these are not as heavily used as the sports ground.

POLICY MT SA1

Lands already allocated as open spaces or playfields will be prohibited from being used for unrelated developments and any developments which out of necessity must be located here will only be given permission if an alternate site is developed for the existing use.

Education Facilities

The local planning area has two schools within its boundary which are Maroon Town Basic School and Maldon Primary School and one on the northern boundary.

POLICY MT SA2

The local planning authority will identify suitable lands within the local planning area to establish additional educational facilities as the need arises.

Institutions

There is a Type III health centre and a post office but no police station. As the need arises this facility will be provided to the local planning area.

POLICY MT SA3

The local planning authority will identify suitable lands within the local planning area to establish a police station.

POLICY MT SA4

Developments that would decrease or eliminate any of the social facilities in the Maroon Town Local Planning Area will not be supported unless they are being replaced with a similar facility of equal or greater stature in the locality.

URBAN ECONOMY

Commercial development in Maroon Town is sparse with the largest business being a grocery shop and bar that stands in the town centre. The other commercial activities are not enough to bring the necessary diversity of the economy that is required for a vibrant commercial centre. There is a need to provide alternate forms of development to achieve this and provide a wide range of opportunities for residents for the sustained balanced development of the area.

POLICY MT UE1

The Local Planning Authority will support the development of a variety of service and commercial establishments within Maroon Town on lots zoned for that purpose provided that they conform with the requirements

POLICY MT C4

Planning permission will not be granted for developments which will result in the large scale destruction and removal of forest, especially where it is of a high biodiversity and functions as a water catchment area.

Built Environment

Flagstaff is the site of a small Maroon community which featured considerably in the Maroon Wars which began in 1795. After the war, barracks were built on the site and by 1838; fifty-nine buildings were located there. Some notable features include: a military graveyard, hospital, parade ground, Garrison Hill, Gun Hill and a Swimming Pool/Bathing Tank. At the Military Graveyard there are approximately twelve graves, only two of which have headstones. However, with regards to the hospital, the remains consist of a single row of cut stone projecting approximately 30cm above the surface of the ground.

POLICY MT C5

The local planning authority will not support any new developments in Flagstaff unless they are designed so that they are in keeping with the preservation guidelines prepared by the Jamaica National Heritage Trust for the heritage area.

The parade ground is currently being used as a play field. Construction of a community centre has been done on the eastern end, and so all that remains of the historical buildings are two fairly large rectangular cut stone blocks.

POLICY MT C6

There is a presumption in favour of the preservation of historic buildings, monuments and structures and their special architectural and historic character in Flagstaff, Maroon Town. Proposals for the alteration, use and extension of such buildings should not affect its architectural or historical character.

Garrison Hill is a small concealed limestone peak east of the parade, which in the nineteenth century had a number of military barracks positioned at its foot but with only a few cut stones now visible, while Gun Hill is a small isolated limestone peak further east overlooking the hospital and bathing tank (called the swimming pool). West of Gun Hill is a large funnel shaped depression while midway on the southern slope a cut stone swimming pool may be seen with a floodgate at its northern end where water oozes from the rocks on the side of the depression into the pool.

POLICY MT C7

Planning permission will not be given for any development at Flagstaff that would damage any building or monument which is of historic importance or which would adversely affect its setting or any adjacent to such building.

and must conform to the requirements set out in Policy SP H22-SP H24.

POLICY MT H6

Residential development should not exceed two stories in height, be set back from property boundaries as indicated in the Appendix 12 and satisfy the necessary planning standards as stipulated by the planning authorities.

POLICY MT H7

The local planning authority will not support residential development in vulnerable areas.

CONSERVATION OF THE NATURAL AND BUILT ENVIRONMENT

Natural Environment

The area includes several notable caves with Maroon Town itself having Young Gully Cave, a stream passage with a good deal of ecological breakdown and also Thompson's Cave, a chamber cave. Jackson Young's Cave in Schaw Castle is a stream passage with rudist fossils. Rudist Rock Cave in Vaughansfield also has a good deal of rudists. Also in Vaughansfield is Vaughansfield Cave, a stream passage whose end has yet to be discovered. In Maldon is the Peterkin-Rota system, where a single stream links Peterkin Cave, Rota Cave and Rota Sink and also the Maldon School Cave. According to the Jamaica Cave Organisation these cave areas have been identified and reconfirmed as bat roosting caves housing some of thirteen bat species in the parish possibly one endemic and one considered extremely rare. These caves should therefore be protected due to their biological, hydrological and scientific importance.

POLICY MT C1

Any human interference or exploitation of any Cave within the Development Order Area will be resisted so as to protect the habitat of any endemic and/or endangered species, especially of bats and to prevent any altered airflow of the caves.

POLICY MT C2

Development proposals which would affect this site of wildlife significance will not normally be permitted unless provision can be made to maintain the site's role for nature conservation.

The local planning area has a number of sinkholes that needs to be protected from human interference and the effects of development. These are concentrated in Vaughnsfield, Maldon, Maroon Town and Flagstaff and in some instances blockage have led to incidents of flooding during periods of heavy rainfall. Flagstaff lies in the forest of Bandon - Fyffe & Ranking, and the section of the Cockpit Country known as Kenmore - Lima Mountain which is being recommended for designation as part of the Southern Forest Conservation Area due to its high biodiversity and its function as a water catchment area for the Great and Montego Rivers.

POLICY MT C3

The Planning Authority will not support in any way and will resist any interference, excavation, development or exploitation of any sinkhole especially where they are part of the natural drainage system.

POLICY MT H1

The planning authorities will normally only support new residential developments where necessary infrastructure and amenities are available.

Residential housing units in the area are mainly single family detached units. There is no existence of multi-storey multifamily housing units such as townhouses and apartments. However, should the need arise for such forms of residential developments then they would have to meet the requirements necessary for such developments. However, the planning authorities will continue to promote single family housing to conform to what exist in the area. Nevertheless, should the need arise for multi-family multi-storey development this would have to be in accordance with Appendix 12 Residential Density- Standards and Controls and other relevant policies.

POLICY MT H2

Permission will be given where necessary for single family residential development which would be small in scale on lot sizes which meet the requirements set out in Appendix 20 Minimum Lot Sizes for Single family Residential Development and Appendix 21 General Considerations for Setback for Selected Buildings.

Maroon Town is primarily a mix farming and residential community. It is therefore imperative that balances be made between preserving viable agricultural lands and satisfying housing needs. To this end where circumstances dictate the local planning authority will support a mixed use. If however there is a demand for land for residential purposes, the subdivision should be in accordance with Policies LPA 1 and LPA 2.

POLICY MT H3

New single family detached housing development in the planning area will be given priority where they do not conflict with the agricultural potential of the land which should be ancillary to the residential use.

Densities are used to allow different types of development on the land and will take into consideration the local characteristics including geology and slope along with the character and interest of surrounding developments. The local planning area is hilly in some sections hence densities in those areas will be of a low nature and will not be in excess of 50 habitable rooms per hectare (20 habitable rooms per acre).

POLICY MT H4

Residential density shall not exceed 125 habitable rooms per hectare (50 habitable rooms per acre) on a minimum lot size of 0.2 hectare (½ acre), with building heights not exceeding four (4) storeys for residential lots in areas that do not have connection a central sewage system; where there is no such system the units will be required to treat sewerage to at least a secondary level using any of the methods approved by the appropriate authority.

POLICY MT H5

In areas of steep slopes or unstable geology density for single family or duplex developments, shall not exceed 75 habitable rooms per hectare (30 habitable rooms per acre),

POLICY MT T2

Where necessary The Local Planning Authority will seek to have the local authority construct lay bys at locations within the town area to accommodate public passenger vehicles and to facilitate traffic movement.

Road Network & Infrastructure

Maroon Town is linked to other areas in the parish by means of three main roads. These are Springvale Main Road, Point Main Road and Flamstead Main Road. Coming from Montego Bay, the turn-off to Maroon Town is in Point square. Coming from St Elizabeth, the turn-off is in Flamstead square. The Point Main Road and Flamstead Main Road connects to the main road that links Montego Bay with St Elizabeth. The growth and development of this particular town will rely heavily on the provision of an efficient and safe road network system.

POLICY MT T3

The local planning authority will seek to ensure that road efficiency and safety measures are directed where accidents can be lessened or avoided with particular attention being given to commercial facilities and bus laybys along the main road.

POLICY MT T4

The local planning authority will encourage the local authority along with the other responsible agencies to seek to develop a road-widening, improvements and maintenance programme to address the needs of the local planning area population over time.

Vehicular Parking

While Maroon Town does not experience severe traffic congestion or parking problems vehicles are often times parked on the roadways which obstructs the safe movement of pedestrians and impede the flow of traffic. Areas that experience higher volumes of traffic will need to have parking regulated in a satisfactory manner. These areas include Maroon Town, Maldon and Flagstaff.

POLICY MT T5

All new commercial and, or office developments or extensions will be required to provide off street parking facilities both for customers and staff and should give consideration to persons with special parking needs such as the elderly and disabled as set out in the Appendices 8, 10 and Figures 2, 3, 5.

HOUSING

Based on the 2011 Population Census, the number of housing units in Maroon Town has increased significantly since 2001, contributing to the declining number of households to dwelling units. Although the population of the town is projected to decline there is still indication of a shortage of housing to meet the current demand. As such it is imperative that lands are reserved to accommodate further growth and expansion of Maroon Town as a place of residence and commerce.

matter which should if possible be sorted into non-recyclable and recyclable categories.

MAROON TOWN LOCAL PLANNING AREA PLAN

Maroon Town originally known as Trelawny Town is one of the five original Maroon settlements of Jamaica, but the British removed all the Maroons from the area following the second Maroon War in the late 1700's. It was previously known as "Furry's Town" after Furry, who was the last of the Maroon chiefs to retain the office. Present day Maroon Town, however, is a strewn community of small farmers, self-employed and unemployed residents with a rich under-recognized history.

The local planning area is located within the south-easterly region of the St. James parish boundary and on the north-western boundary of the Cockpit Country which is in neighbouring Trelawny. It is bounded by various communities such as Spring Garden in the north; Georges Valley in the east; Kenmure in the south and Tangle River in the west. It is approximately 32km (20 miles) south east of or approximately an hour's drive from the parish capital of Montego Bay.

The population of Maroon Town declined by approximately seventeen percent (17%) in population between 2001 and 2011 according to the Statistical Institute of Jamaica census. The average annual growth rate was approximately negative one point eight percent (-1.8 %) during the 10 year period. Based on the current trend in population growth it is projected that Maroon Town's population will decline even further up to 2031. The dependency burden in 2011 was calculated to be approximately fifty eight (58) dependents per one hundred (100) working population, which is projected to decline even further

TRANSPORTATION

Public Transportation

The main mode of public transportation in Maroon Town is by taxis and minibuses. Presently, there is no specific location from which these public passenger vehicles operate thus resulting in the hazardous use of the town's main and parochial roads. The buses and taxis that ply the various routes throughout the area, park along the main road and often times on private properties to pick up and set down passengers. This is a serious traffic hazard as the roads are very narrow in some instances and do not allow other traffic to pass them when this is being done thus obstructing the free flow of traffic.

With a steadily growing population it is increasingly necessary that provisions be made which would improve the overall transportation situation and make it safer for all road users especially pedestrians.

POLICY MT T1

The local planning authority will, along with the local authority, identify an area to be used for the purpose of a public transportation centre and on the identification of such an area will seek to have the local authority develop it so that all public passenger vehicles will be able to operate from this location.

POLICY CB WSI

The construction of catchment tanks will be required by the planning authorities either as the main source of water supply or as standby for single or multiple residential and other developments in hilly areas and areas without access to public water supply.

WASTE TREATMENT AND DISPOSAL**Sewage Disposal**

The Planning area has no central sewage disposal system. The 2011 STATIN Population Census data showed that approximately thirty-four per cent (34%) of the household used pit latrine, while fifty-eight (58%) per cent had water closets. However, to safeguard the environment all methods of disposal should conform to those recommended by the Ministry of Health, National Resources Conservation Authority (NRCA), local authority, local planning authority and any other relevant authorities.

POLICY CB WT1

The Cambridge Local Planning Area does not have a central sewage system; the following sewage disposal methods will therefore be applicable in appropriate situations:

(i) Grease trap, septic tanks and tile field

(ii) any other safe and appropriate waste disposal technology as may be developed from time to time that is acceptable to the local planning authority and the other responsible agencies.

Solid Waste

There is a lack of a routine garbage collection system resulting in overflowing skips and small illegal dump sites especially within the town centre in the vicinity of the railway station. This is unsightly, detracts from the town centre and needs to be remedied.

POLICY CB WT2

The indiscriminate and unsatisfactory disposal of waste will not be encouraged and the local planning authority will seek to have the appropriate agency collect the waste, recycle what can be recycled dispose of the remainder and provide the necessary facilities to do so.

Garbage disposal facilities are limited and inadequate in the local planning area. This can have an adverse effect on amenities and health of neighbouring properties and the general public through the infestation of rodents and insects. All development should therefore make provision for proper waste collection and storage in tamper and rodent proof devices.

POLICY CB WT3

All new developments will be required to make adequate provision on site collection and storage of solid waste

SOCIAL AMENITIES

Institutions

The local planning area contains a variety of social amenities, such as post office, police station, court house and churches, which facilitates a basic standard of living.

POLICY CB SA1

The Local Planning Authority will support the expansion, upgrading and maintenance of all social facilities and will identify lands for the purpose in the area as the need arises.

Education Facilities

The area is served by educational facilities that range from early childhood to secondary levels. In the event that these facilities become inadequate, lands suitable to accommodate additional facilities will be identified.

POLICY CB SA2

New proposals for educational and institutional uses will be assessed on their own merit and shall conform to all required planning standards.

POLICY CB SA3

The local planning authority will identify suitable lands within the local planning area to establish additional educational facilities as the need arises.

POLICY CB SA4

Developments which would result in the reduction of the available educational facilities will not be encouraged unless provisions can be made at a suitable location elsewhere to offset any loss which would result from such development.

Open Space and Recreation

There is no community centre within the local planning area and public open spaces for recreational purposes inadequate. However, several large tracts of undeveloped lands exist within the locality, portions of which could be used for this purpose.

The local planning authority along with the local authority will identify and preserve sites suitable for such purposes which will be indicated on the land use proposals map.

POLICY CB SA5

The local planning authority will identify suitable lands within the local planning area to be used for recreational uses and will recommend their acquisition to the local authority.

WATER SUPPLY

There is a National Water Commission Sub-Station located within the local planning area. Approximately eighty per cent (80%) of households have access to piped water from this facility. However, due to some housing units having been constructed in areas of hilly terrain, these residents do not benefit from this facility. Water is therefore provided privately by catchment tanks in such situations.

where it is possible to do so until the land is required for other purposes.

URBAN ECONOMY

The majority of the economic activities in this area are located linearly along the Cambridge Main Road. They provide jobs in the commercial, industrial and service sectors. The centre of the town is defined by buildings clustered together many of which are in need of repairs. This creates a problem for the expansion of individual shops due to the limited land space available.

Economic development is necessary for the revitalization of the Cambridge community. The local planning area is not self-sustaining, and is not equipped to maintain economic prosperity, sustaining jobs, and good public services without first creating a competitive environment to stimulate growth. The economic base of Cambridge has suffered greatly; one of the factors that contribute to this is the discontinuation of rail transportation.

POLICY CB UE1

The local planning authorities will seek to develop the economy of the local planning area through identification and reservation of suitable sites for diverse commercial activities.

POLICY CB UE2

The local planning authority will ensure that all large scale commercial developments in the planning area have no adverse impacts on the site to be developed or on neighbouring sites or developments in the area for which the proposal is submitted.

There are a number of mixed use activities present throughout the local planning area, such as residential and commercial activities adjoining each other which will be encouraged to enable buildings to be used to its full potential and introduce life to the town, especially at nights when most activities cease operations. However, where land uses are incompatible this will not be encouraged.

POLICY CB UE3

Compatible mixed uses that satisfy the needs of the residents and create additional jobs will be encouraged by the local planning authority.

POLICY CB UE4

The local planning authority is disposed towards home based cottage industries in areas where they are compatible with the existing surrounding developments and will be not harmful to the environment.

As a farming community there is the need for formal market facilities to be available for residents to trade their produce. The existing market facility is in disrepair and has been converted to other uses forcing vendors to utilize the road reservations for this purpose.

POLICY CB UE5

The local planning authority will seek to ensure that the market facilities are protected and its use maintained for the convenience of the residents in the Cambridge Local Planning Area.

its physical character or impede its use and functions as a habitat for bats.

To the east of the local planning area is the Southern Conservation Area. This area has a high biodiversity and also functions as a water catchment area for the Great River that runs along the western boundary of the local planning area.

POLICY CB C3

Planning permission will not be granted for developments which will result in the large scale destruction and removal of the Southern Conservation area. An Environmental Impact Assessment will be required for developments within this area.

Built Environment

Though the use of the railway has been discontinued in Jamaica; the station stands as a reminder of this period in our history and has been declared a national monument by the Jamaica National Heritage Trust. Along with this all other buildings and lands deemed as historic within the local planning area will be conserved and protected. Development proposals on these sites must contribute to the historical nature and character of the site.

POLICY CB C4

The local planning authority will not grant planning permission for any development which would adversely affect the character and appearance of the railway lines and stations which are historical monuments and buildings.

SUB-URBAN ECONOMY

Agriculture is still an important source of revenue within the local planning area with activities ranging from large scale production of banana and coffee to small scale production of various fruits and vegetables. The agricultural lands are within the urban fence and therefore needs to be used cautiously against other activities which will reduce the amount available for farming. In this regard subdivisions in this area will be of the homestead type which will allow flexibility in the use of the land. See Policies LAP1 and LPA2.

POLICY CB SUE1

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

The undulating terrain in the area is not a deterrent to agricultural development. Also, there are agricultural activities that do not require lands with good soil quality therefore land of a lower agricultural capability may be used for example livestock rearing, apiculture and greenhouse uses. However, depending on the size of the agricultural development planning permission and a permit or license from the Natural Resource Conservation Authority may be required.

POLICY CB SUE2

Activities such as livestock rearing and other intensive agricultural uses not dependent on soil capability and which contribute significantly to the suburban economy will be encouraged on the lower grade agricultural land

POLICY CB H4

The erection of any multi-family type developments should conform to all required planning standards and should provide adequate amenity areas and parking as set out in the Appendices. (See Appendix 12 Residential Density-Standards and Controls, Appendix 20 Minimum Lot Sizes for Single Family Residential Development and Appendix 21 General Consideration for Setback of Selected Buildings).

POLICY CB H5

Permission will be given where necessary for residential housing development which would be small in scale and avoid the appearance of a housing estate but respect the local environment.

The use of a range of densities allows developers to vary the types of dwellings on a site. Densities will take into consideration the local characteristics including geology and slope along with the character and interest of surrounding developments. The local planning area is hilly in some sections and may not be able to be developed for housing purposes. However, should it become necessary, densities in hilly areas will be of a low nature and will not be in excess of 50 habitable rooms per hectare (20 habitable rooms per acre).

POLICY CB H6

In areas of steep slopes or unstable geology density for single family/ duplex developments, shall not exceed 75 habitable rooms per hectare (30 habitable rooms per acre), and may, in relation to the physical conditions existing in the area, be varied by the local planning authority. (Main cross Reference Policy SP H22- SP H24)

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

The diverse terrain allows various vegetative covering within the local planning area. These include Montane Semi-Evergreen Forest, Woodland and Subsistence Plantation. These forested areas serve as a habitat for a variety of plant and animal species and also contributes to the character of the area.

POLICY CB C1

The local planning authority will preserve stands of trees and woodlands that are of ecological value by having them placed under tree Preservation Orders by the Local Authority.

The Big Bottom Cave which is home to a variety of bat species also plays a vital role in the local ecosystem. It has the potential to be developed as an attraction but such activities will have to be carefully monitored to ensure that there will be no environmental repercussions.

POLICY CB C2

No planning permission will be granted for the use of the Big Bottom cave as an attraction which will adversely alter

with the provisions set out in Appendix 9- Parking and Loading Requirements and Figure 2, 3 and 5 Parking Standards of this Order.

Railway

The use of trains as a means of public transportation has been discontinued within Jamaica for a number of years. Within the Cambridge Local Planning Area several railway lines still exist along with the historic Cambridge Railway Station. These structures will be protected in anticipation of the reimplementing of the railway.

POLICY CB T5

The local planning authority will support the restoration of railway transportation within the planning area and will seek to ensure that the necessary steps are taken to preserve the existing infrastructure.

POLICY CB T6

The local planning authority will not support any development within the railway reservation which is not related to the reintroduction of railway transportation. (Main Cross reference Policy SP T32)

HOUSING

According to data provided by the Statistical Institute of Jamaica (STATIN), in 2011 approximately seventy-five percent (75%) of the housing units in the local planning area were owner occupied and approximately nine percent (9%) rent free. The incidence of squatting is minimal across the local planning area mainly due to the relatively low demand for housing accommodation.

POLICY CB H1

The local planning authority will normally support housing developments on suitable lands, with the necessary infrastructure to satisfy the demand for residential accommodation within the local planning area.

There is no existence of multi-family housing units such as townhouses and apartments across the local planning area. These developments are however not within the character of the area, and are unlikely to be based on the housing demand. However, if the need should arise, multifamily development will be assessed individually and be located in areas zoned for residential purposes.

POLICY CB H2

New residential developments in the area should be compatible with the nature and character of existing development.

POLICY CB H3

Residential density shall not exceed 125 habitable rooms per hectare (50 habitable rooms per acre) on a minimum lot size of 0.2 hectare (½ acre), with building heights not exceeding four (4) storeys for residential lots in areas that do not have connection a central sewage system; where there is no such system the units will be required to treat sewerage to at least a secondary level using any of the methods approved by the appropriate authority.

lands are used for residential purposes with an extensive area to the west of the local planning area being undeveloped (shrub woodland).

TRANSPORTATION AND TRAFFIC

Public Transportation

Transportation is a necessary facility in the development of rural towns such as Cambridge. As a result, this planning area is dependent on rural stage carriers and route taxis as the basic mode of transportation.

Currently, there is no public transportation centre available therefore operators park along the roadways to load and unload passengers. The frequent stopping has caused traffic congestion especially along the Cambridge Main Road which is a busy thoroughfare.

POLICY CB T1

The Local Planning Authority will seek to ensure that the area within the town indicated on the land use proposals map as a transportation centre is used to accommodate public passenger vehicles taxis and stage carriers and will support the local authority or any other agency responsible for the construction of lay-bys and bus bays where necessary within the town.

Road Network

The Main Road from Reading is the only major thoroughfare that traverses the local planning area from the north to south other than the abandoned railway lines. It has created a linear pattern of development for the town with all major activities being located on this roadway. The increase in both pedestrian and vehicular movement has created a need for sidewalk facilities, which separates and protects pedestrians from vehicular traffic.

POLICY CB T2

The local planning authority will seek to ensure that rehabilitation of any roads in the area by any road authority will include adequate sidewalk facilities where absent, for the use and safety of pedestrians.

POLICY CB T3

Any new roads to be constructed in the planning area should conform to the requirements set out in Appendix 7- Schedule of Roads Standards and Appendix 16- Visibility Splays.

Parking

Residential parking outside of individual premises is normally permitted along interior roads within a subdivision or on a vacant lot. Currently there are little or no parking facilities for commercial activities within the local planning area. Vehicles are often parked along roadway inhibiting pedestrian and/or vehicular movement. Commercial entities with parking areas are often occupied by taxis, which prevent customers from accessing these parking spaces.

POLICY CB T4

All new development and extensions will be required to satisfy their parking requirements on site in accordance

time that is acceptable to the Planning Authorities and other relevant authorities.

Solid Waste

Garbage collection by the Western Parks and Markets is mainly carried out along the major roads of the local planning area on a weekly basis. Other methods of disposal are burning and dumping. The improper disposal of solid waste continues to remain a concern as this can cause the clogging of drains along the road ways and pollution to neighbouring residents.

POLICY A WT3

Owners of buildings will be encouraged to have proper garbage disposal facilities on their premises and the local planning authority will seek to have Western Parks and Markets and other relevant authorities place large garbage receptacles in accessible areas as a repository.

WATER SUPPLY

Sixty-two per cent (62%) of residents within the local planning area have access to piped water while the remaining percentage uses catchments and other water sources. Although a high percentage of population has access to piped water, the daily distribution across the local planning area is poor. For instance, residents in higher elevations have to rely on catchment tanks for their supply. Additionally, Jamaica's freshwater resources are threatened by climate change.

POLICY A WS1

The construction of rainwater catchment tanks will be encouraged by the local planning authorities for residential and other developments especially in hilly areas and those without a piped water supply.

CAMBRIDGE LOCAL PLANNING AREA PLAN

Cambridge is a rural town located in the Great River Watershed of South St. James. It is the third largest town within the parish of St James and located approximately 24.14 kilometres (15 Miles) to the south of Montego Bay. Cambridge Local Planning Area includes areas such as Richmond Hill, Big Bottom, a section of Shortwood, Rosemount, Jubilee and Newton Farm.

The population of the Cambridge Local Planning Area grew at an average annual rate of 0.26 percent during the intercensal period 2001- 2011, from 3,966 persons to 4,073 persons. However, assuming that the growth rate remains consistent with that for the period 2001-2011 it is projected that in 2021 the population of the Local Planning Area will increase to approximately 4,183 persons.

The local planning area is an historic town that thrived on the production of banana and coffee during the days of the rail, but has significantly declined as a result of the closure of the railway services in 1992. The area still possess some amount of agricultural lands; although most of the

Educational Facilities

Educational institutions range from infant to secondary level and serve not only the local planning area but its surrounding communities. These educational facilities include basic schools, two (2) primary schools, one (1) high school and numerous private institutions. There is no real need at this time for additional facilities hence concentration will be on the protection of what exists.

POLICY A SA3

The reduction of the available educational facilities will not be supported unless it can be proven that it is no longer required for the purpose due to a scarcity of students who normally support such facility.

POLICY A SA4

All new educational or institutional facilities must meet the requirements of the Ministry of Education and the Planning Authority.

Recreation

There are numerous social clubs that are either community or school based with their activities being undertaken at the community centre and on the school grounds. Such activities will be supported by the local planning authorities with close monitoring from the community.

POLICY A SA5

The local planning authority will support the use of these facilities for such activities providing they do not manipulate the original use of the structure or is out of character with the area.

WASTE TREATMENT AND DISPOSAL**Sewage**

There is no central sewage system and as such septic tanks and absorption pits are the main methods of sewerage disposal where water is available. However, absorption pits are no longer acceptable to the Health Authorities so the sewage has to be treated to a higher level. In other situations, (where there is no water) residents may have to resort to Pit Latrines which should at least be of the VIP type.

POLICY A WT1

Permission will not be granted for new buildings or extensions unless the method of sewage disposal proposed is to treat the sewage produced to at least a secondary or tertiary level.

POLICY A WT2

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

- (i) septic tanks and tile field
 - (ii) Any other safe and appropriate waste disposal technology that may be developed from time to time
-

or on the same premises will be supported by the local planning authority.

TOURISM

Due to its proximity to the capital Montego Bay, the tourist haven of the parish, the existence of the Rocklands Bird Feeding Station and the Blue Hole Nature Park, sections of the local planning area could accommodate bed and breakfast activities and this will be encouraged to assist in the economic development of the area.

POLICY A TO1

Planning permission will be given for the development of villas and other resort accommodation in selected locations where they can conform with the policies and guidelines required for such developments and where they will not adversely affect the natural and physical environment of the area.

POLICY A TO2

Proposals for new or improved tourism facilities and attractions will be supported on sites appropriate for such development subject to the siting, design and environmental considerations being satisfactory.

SOCIAL AMENITIES

Open Space

Open spaces make an important contribution to the character of any area and these can be in the form of passive or active recreational facilities. At present there are no areas designated for such purpose. Adjacent to the Anchovy Primary School is an open area that is utilized for football and other leisure activities by the school and other community organizations and would be ideal for this purpose.

POLICY A SA1

The Planning Authorities will seek to ensure that the local planning authority acquire lands adjacent to the Anchovy Primary School that is currently being used as an open space or other suitable lands within the area and develop it for recreational purposes.

Institutions

The local planning area has the services of a library, two type II health centres, a Police Station, and a Post Office. Fire response services are however received from the parish's capital Montego Bay.

POLICY A SA2

Developments that would decrease or eliminate any of the existing institutional facilities in the local planning area will not be supported unless they are being replaced with a similar facility of equal or greater stature in the locality.

SUB-URBAN ECONOMY

The economy of the suburban area is basically one of subsistence farming. Some sections are characterized by homesteads with bananas and oranges being the major cash crops. The National Commercial Bank Foundation (NCBF) and partners implemented a citrus growing project that has been beneficial to the local planning area. There is great potential for Agro-processing and other complimentary industries.

POLICY A SUE1

The local planning authority will ensure that the areas which have been delineated as agricultural lands on the land use proposal map, for the local planning area is used for sub-urban development type activities when required for development, and that lot sizes in sub-divisions reflect that purpose. (See Policy LPA 1 and 2)

POLICY A SUE2

Light industrial developments, such as agro-processing and service industries which are compatible with the general character of the area and have no adverse impact on the environment will be supported by the Planning Authority.

URBAN ECONOMY

The major economic activities within this local planning area are commercial, office and light industrial. The majority of these activities are located along the Anchovy main road and at its junction with Roehampton road. There are also numerous mixed uses comprising of commercial and residential activities that are located throughout the local planning area.

POLICY A UE1

Planning permission will be granted for commercial activities and other mixed uses along the main road where they are compatible with the existing developments and will not cause damage to the amenities of the area.

POLICY A UE2

The local planning authority will give favourable consideration to proposals for new commercial and office development activities, which increases the range and quality of the local facilities and services, and that are readily accessible to residents.

POLICY A UE3

Setbacks from property boundaries for commercial and office buildings shall be in accordance with the stipulations of the Planning Authorities as set out in Appendix 21.

POLICY A UE4

Commercial and industrial activities that are detrimental to the environment or surrounding uses will not be supported by the local planning authority.

POLICY A UE5

Mixed use developments where office, residential and commercial uses are accommodated on the same building

POLICY A C1 **The Planning Authorities will normally refuse planning permission for any development that will have a detrimental effect on areas or sites of natural value or any of the five caves located in the local planning area.**

POLICY A C2 **The Planning Authority will normally support eco-tourism development which do not result in the alteration or degradation of caves and wild life supporting ecosystems of the area.**

The area is an undulating locality comprised of sinkholes and characterized by thick vegetation along the hillsides. This vegetative cover assists in the slowing of run off, soil erosion, land slippages and with the micro-climatic conditions of the area.

POLICY A C3 **The Planning Authorities will not support the destruction of trees or clusters of trees where they are of amenity value and will if necessary encourage the relevant authorities to place Tree Preservation Orders on such trees to ensure their protection.**

POLICY A 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 or drainage channel.**

POLICY A C5 **The Planning Authorities will ensure that environmentally sensitive or vulnerable areas are reserved as natural areas and greenbelt preserves for recreation whenever possible.**

Built Environment

Within the years 1895 to 1992 the railway played an important part in the transportation of commuters, goods and services while connecting Montego Bay to the country's capital Kingston. The Anchovy Railway Station still stands and is placed under the list of designated National Heritage Sites in Jamaica.

POLICY A C6 **The Planning Authority will support other government authorities or agencies in the preservation of significant historical monuments and structures within the local planning area such as the Railway Station.**

The Rocklands Bird Feeding Station that accommodates various species of birds is located in this local planning area. All efforts should be made to support its existence through the planting of appropriate trees within its vicinity.

POLICY A C7 **The local planning authority will protect and enhance the Bird Feeding Station by encouraging planting of trees in vacant areas around the establishment.**

There are several housing developments throughout the local planning area that lack the social amenities required the community. Developments are also located in vulnerable areas and can result in danger to person and/or property.

POLICY A H6

The Planning Authority will not support proposed residential developments where the necessary infrastructure and amenities are unavailable unless it can be proven that they can be provided within specified time period.

POLICY A H7

The local planning authority will not support development in vulnerable areas without the implementation of mitigation measures to lessen the loss of life and/or property. (Main Cross Reference Policy SP H24)

Where it is intended to do a mixture of individual residential and commercial uses on the same lot in a residential area the residential use will be of dominance and the commercial use should be designed to reflect this.

POLICY A H8

Commercial development within residential areas will be ancillary to the residential use and should not conflict with the residential character of the existing area.

POLICY A H10

Planning permission will only be granted for commercial development within housing areas if it provides an essential service or facility to the community and has no adverse impact upon the amenity of neighbouring property.

POLICY A H11

Proposals for change of use of a residential property will be permitted only if it is to a non-residential activity that is compatible with existing residential uses and is normally carried out in the day time and the amenity, privacy and enjoyment of neighbouring dwellings is not adversely affected.

CONSERVATION OF THE NATURAL AND BUILT ENVIRONMENT

Natural Environment

Roehampton is the location of five of Jamaica's natural caves all of which are recognized by the Jamaica Cave Organization. The Roehampton School Cave has been identified by the National Environment and Planning Agency as one that requires conservation measures due to its biological and hydrological importance (See appendix 3). Disturbance of such an environment would lead to an imbalance in the habitual way of life for species that depend on this habitat. The order will therefore make provisions for it to be maintained in its present state.

HOUSING

From the 2011 STATIN Population Census data the total number of dwelling units within the Anchovy local planning area is 1371 with a population of 4,414. According to the Statistical institute of Jamaica the national ratio per person per dwelling should be 4:1. Based on this assumption the area satisfactorily meets the housing need to accommodate its residents. It is projected that by the year 2021 the area would have had a total population of 9131 persons and in 2031 another increase is expected.

POLICY A H1

Land have been zoned on the land use proposal map to adequately meet the increased housing needs of the local planning area and the Planning Authorities will not support non-residential development activities on these lots that will obstruct their use for such purpose except in extenuating circumstances.

POLICY A H2

Residential density shall not exceed 125 habitable rooms per hectare (50 habitable rooms per acre) on a minimum lot size of 0.2 hectare ($\frac{1}{2}$ acre), in areas as indicated on the Density Map with building heights not exceeding four (4) storeys for residential lots in areas that do not have connection a central sewage system; where there is no such system the units will be required to treat sewerage to at least a secondary or tertiary level using any of the methods approved by the appropriate authority

POLICY A H3

In areas of steep slopes (25° - 30°) or unstable geology density shall not exceed 75 habitable rooms per hectare (30 habitable rooms per acre), in areas as indicated on map 2 and shall be in accordance with the hillside development guidelines as outlined in Appendix 22 and factor climate change considerations.

Housing units in the area are mainly owner occupied single family dwellings. Multi-family type developments are sparse but envisioning the future population growth it is expected to increase and will be supported in suitable locations where the planning guidelines can be met satisfactorily.

POLICY A H4

The erection of multi-family type development in suitable locations will be supported but the owner will be required to seek planning permission from the local planning authority and conform to all required planning standards before and during construction.

POLOCY A H5

Lot sizes for housing development should be in accordance with Appendix 20 Minimum Lot Sizes for Residential Development.

POLICY A T1

The local planning authority will seek to ensure that the vacant lot adjoining the commercial complex in the Anchovy Town Square as shown on map Inset No.2 be used for the purpose of a Transportation Centre.

POLICY A T2

Where practical the local planning authority will seek to have the local authority and, or the appropriate agency provide lay-bys for public passenger vehicles along the main thoroughfare in the Town to pick up and let off passengers.

Road Network

The Main road from Reading to Cambridge and from Reading to Shettlewood and other sections of Westmoreland passes through the local planning area and is used in the transportation of goods and services to the communities within the area. Due to the importance of this roadway on street parking will be discouraged to prevent congestion and facilitate the smooth flow of traffic.

POLICY A T3

To prevent congestion along the main road passing through the town the local planning authority will seek to have the appropriate agencies discourage on street parking in areas where vehicular conflict could arise.

Vehicular Parking

Within the Anchovy town centre there is a mixture of uses (namely commercial, light industrial and office) that generates a significant amount of vehicular and pedestrian traffic. Adequate parking facilities are therefore needed to accommodate and ensure the safe movement of pedestrians and free flow of traffic along the roadways.

POLICY A T4

All new developments or extensions will be required to provide adequate on-site parking facilities in accordance with the parking requirements set out in this Order.

Railway

The railway service that passes through the planning area has been non-operational for many years. The order will make provisions for the re-implementation of the rail services if the authorities so desire. (See also Policy SP T32)

POLICY A T5

The local planning authority will support the restoration of railway transportation within the planning area and will preserve the existing infrastructure where necessary to do so.

POLICY A T6

The local planning authority will not support any development within the railway reservation area which is not in keeping with the re-introduction of railway services.

(ii) The nature of the consultation undertaken for example, community meetings, serving of notice in the press etcetera;

(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, contd.

APPENDIX 15

GENERAL DEVELOPMENT STANDARDS FOR TELECOMMUNICATION NETWORK

1. STANDARDS

Size of site for base station for free standing structure

- (i) No base station shall be less 400 square meters (1312.3 square feet) for self support towers.

Setback for free standing structure

- (ii) The fore most part of each mast, tower shall be a minimum distance of 6.1 metres (20ft) from the physical barrier.

Exclusion zone

- (iii) Exclusion zones shall be determined and defined by acceptable physical barriers and appropriate grating. Zones shall be a minimum of 20m by 20m (65.6ft by 65.6ft) in size and the physical barrier shall be a minimum of 3 metres (9.8ft) in height within the curtilage of the site.

Height of tower

- (iv) The minimum height of self support towers/ mast shall not exceed 45.72 metres (150ft) within urban areas.
- (v) All mast, towers over 30 metres (98.4ft) must comply with the stipulation of the Civil Aviation Authority and Spectrum Management Authority. For roof top 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 maneuvering and parking of not less than 2 service vehicles on site. Access way shall be a minimum of 4.6m (15ft) with parking bays being 5.5 by 2.5 metre (18 by 8ft) wide.

Emissions

- (viii) Emissions from any apparatus associated with a base station shall conform to Natural Resources Conservation Authority (Air Quality) Regulation 2006.

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;

FIFTH SCHEDULE, contd.

APPENDIX 14

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 recognised principles of town planning;
- (e) if there is adequate information given concerning the proposed co-ordination with adjacent land and its development and services;
- (f) if the development conforms to the standards of amenities already established in the area which should not be less than for the proposal.
- (g) if the proposal satisfy community needs by dedicating land of appropriate shape, slope and location at the minimum rate of one hectare (2 1/2 acres) per 100 lots for the purpose;

FIFTH SCHEDULE, contd.

APPENDIX 13

INFORMATION TO BE SUPPLIED WITH SUBDIVISION APPLICATIONS

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;

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, and those to be planted.

Existing trees and shrubs should, where possible be protected during the construction period by exclusionary fences which should be erected before site clearance commences.

The landscaped areas should be laid out before the development is occupied so that they will be ready for maintenance at the time of occupancy.

Applications will not be considered in outline if the development or the area is felt to be environmentally sensitive.

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.

The 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 metre for each storey above the storey or partial storey at ground level.

The 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 metre 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 minimum 7.5 metres. Along either front or back elevations there should be a privacy zone of appropriate length.

For the distance between buildings of different heights, the height of the highest one dictates the distance of parking from habitable room windows.

Amenities**(i) Single Family Detached Development**

In housing developments, space such as parks, playgrounds and sports fields are needed as part of the public areas. To ensure that this need is satisfied, in all new residential area in excess of 10 lots usable lands must be reserved for the above community non-residential needs at the minimum rate of one hectare to every one hundred (100) dwelling units (lots). 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)

FIFTH SCHEDULE, *contd.*

APPENDIX 12

RESIDENTIAL DEVELOPMENT - 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 the adjacent development and established character of the area will also be considered.

In calculating density all the rooms are regarded as habitable rooms except for kitchen and bathroom, landing stairs, passages and storerooms are also excluded. However, where a room in an apartment or town house building is large enough to be converted into two or more habitable rooms it will be counted as that number of rooms for density calculation purposes, along with the amenity area and parking facilities which are to be provided for such development.

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, and the elderly and disabled persons.

Where possible footpaths, play areas, and car parks should be well lit and should be overlooked by habitable rooms or kitchens.

Footpaths should have a clear view through to public areas without any blind corners. Rear access ways to dwellings should be avoided as should access through a block of flats or between houses to other flats.

Play areas should be located so that they can be overlooked from nearby dwellings, but well separated from roads and parking areas; and landscaping should include low shrubs, ground cover and well sited trees to avoid creating hiding places.

FIFTH SCHEDULE, contd.

APPENDIX 11

THE DESIGN OF PARKING FACILITIES

1. The condition governing the design of parking facilities (see figure 3) for enclosed and unenclosed parking is an unobstructed rectangular minimum space of 5.5m x 2.5 m. for each car, so, however, that -

(a) where parking is parallel to the kerb, the length of the car parking space shall be increased to 6.7m;

(b) where a vehicle can overhang the kerb by 0.6m and such overhanging does not seriously limit the use of a sidewalk or other access, the length of the parking space may be reduced to 4.88m;

(c) where the use of one car parking space is limited on both sides by a wall or column, the unobstructed width (face to face of obstruction) of the parking space shall be 3.0m or if a door opens into the parking space on its long side, 3.36m;

(d) where the use of one parking space is limited on one side by a wall or column, the unobstructed width (face to face of obstruction) of the parking space shall be 3.0m;

(e) the minimum width of a parking aisle shall be 5.5m except where parking is provided at a lesser angle to the aisle than 60 degrees and access is one way only, in which case the following aisle width shall apply;

Angle of Parking	-	Minimum Aisle Width
30 degrees	-	3.36m.
45 degrees	-	3.97m.
60 degrees	-	5.49m.

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 reasonable vehicular access shall be provided to each bay.

6. The parking provision for disabled drivers should be as indicated in Figure 2.

-
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 and 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, *contd.*

APPENDIX 10

GUIDELINES FOR THE PROPER SITING AND DESIGN OF PETROL AND OIL FILLING STATIONS

1. Stations should be located at a minimum of 152.4m from any public institution such as schools, churches, public libraries, auditoriums, hospitals, public playgrounds, et cetera.
2. Area of land to be developed should be sufficient to allow manoeuvring of vehicles within the site boundaries but should not be less than 1858 square metres with a minimum frontage of 30.5m on the primary street. Where the site is part of a functionally integrated commercial or industrial complex, the size may be reduced to not less than 1120 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.

VEHICLE LOADING REQUIREMENTS WITHIN SITE BOUNDARIES	
Types of Building	Number of Loading or off-loading bays
Shops, Showrooms, Stores, Markets, Hospitals	1 for each building up to 930 square metres plus 1 for each 1850 square metres of floor area in excess of 930 square metres to a total of 3.1 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 930m ² of floor area in excess of 460 square metres to a total of 3. One (1) for each 460 square metres thereafter.
Note: The design layout and landscaping of parking areas shall be in accordance with the Parking and loading requirements in Appendix 10 and figures 2, 3 and 5 of the Appendices.	

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	1 space for each 4 beds and 1 space for each 2 staff members.
Clinics/Health Centres	3 spaces for each practitioner.
Group medical, Veterinary or Dental Practices	2 spaces per practitioner.
Crèche, Day Nurseries or Day Care Centre	1 space per 3 staff members plus an area for setting down and picking up of children.
Assembly Halls, Auditoriums, City and Town Halls, Court House, Lecture Halls	1 for each 8 seats
Place of Public Worship or Religious Instruction	1 space per 7 seats plus one parking space for each 4.5 m ² of floor area in assembly rooms with movable seats or 1 space per 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.

APPENDIX 9

PARKING AND LOADING REQUIREMENTS

SCHEDULE OF VEHICLE PARKING REQUIREMENTS WITHIN SITE BOUNDARIES

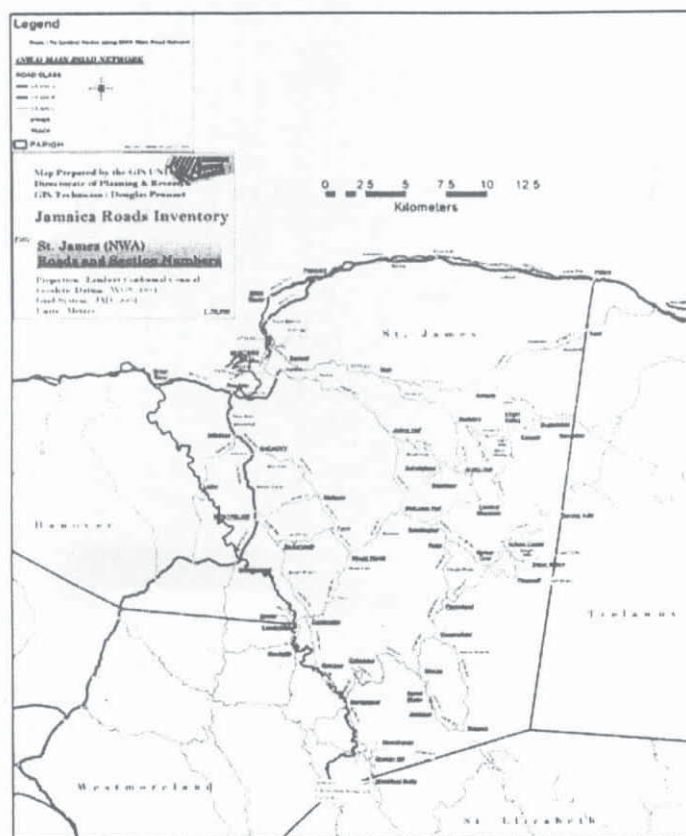
Type of Development	Minimum Number of Vehicle Parking Spaces Required
Private Residence (up to two bedrooms)	1 for each individual unit.
Private Residence (over two bedrooms)	2 for each individual unit
Apartment Buildings and Town Houses	1.25 for each individual unit.
Elderly persons accommodation (Self 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 2 of the first 40 rental sleeping units; 1 additional space for every 3 rental sleeping units thereafter. In addition 1 employee parking space for each 10 guest rooms plus 1 for each 4.5 square metres of public dining room. 1 coach parking space per 50 bed spaces in the hotel.
Villas	1 per 2 bedroom villa 2 per 3 bedroom villa
Hostels for students	1 space for every 4 units plus 1 space per 2 full-time members of staff.
Civic Administration Building, Office building, Librarians	1 for each 20 square 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
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	1 space per 3 staff members plus 1 space for every 10 square metres of exhibition area

FIFTH SCHEDULE, *contd.*

APPENDIX 8

NATIONAL WORKS AGENCY (NWA) SCHEDULE OF ROADS IN ST. JAMES

The following road reservations have been approved or recommended and will be carried out in due course by the appropriate Road Authority. These routes 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. (SEE MAP in Figure 6)

FIFTH SCHEDULE, *contd.*

Standard of new roads and improvements to existing roads in subdivisions in the Order Area will be required to comply with the above schedule.

Roads are in four classes:-

- | | |
|-------------------------------|---|
| a) Service Roads: | These are used for direct access to individual lots within a residential area or for access to commercial premises. |
| b) Housing Estate Roads: | These are intermediate collector roads for traffic generated by service roads. |
| c) Main Housing Estate Roads: | These are the main roads within a residential area and would normally be used as bus routes or as denser traffic routes through residential areas. |
| d) Arterial Roads: | These are the main roads normally through the city or linking parts of the city (and would be equivalent to the National Works Agency Class A Road). |

FIFTH SCHEDULE, *contd.*
APPENDIX 7

SCHEDULE OF ROAD STANDARDS (All measurements in metres)

Type of Road	Total Reser- vation	Carri- age- way	Side Reservation(each side)			
			Total	Paved	Planted	
(a) Service Roads	9	6	1.5	-	-	Reservation, carriageway, paving and planting may be varied by Local Planning Authority depending on circumstances.
(b) Housing Estate Roads	12	6	3	1.2	1.8	Paving and planting may be varied by Local Planning Authority depending on circumstances.
(c) Main Housing Estate Roads	15	8.5	3.25	1.45	1.8	Paving and Planting may be varied by Local Planning Authority depending on circumstances.
(d) Arterial Roads	30	7.5	See special requirements			(2) 2.4 shoulders and a median strip, or such requirements as the Local Authority may consider adequate.
(e) Arterial Roads where standards of (d) are not required)	21	14.6	See special requirements			(2) 3.2 footpaths or such requirements as the Local planning Authority may consider adequate.

Windsor Castle	WINDSOR CASTLE CAVE	Wet passage	Y	Y
Woodland	LEMY RIVER RISING CAVE	Stream Passage		
	LEMY RIVER FLOOD SINK	Simple shaft		
York Estate	OVERHILL CAVE	Dry passage		

Quashies Gully	River				
		ST. LEONARDS CAVE	Wet passage		
Roehampton		LAWSON BOTTOM CAVE	Complex Cave		
		RICE BOTTOM CAVE 1**	Not in Fincham		
		RICE BOTTOM CAVE 2**	Not in Fincham		
		RICE BOTTOM CAVE 3**	Not in Fincham		
		ROEHAMPTON SCHOOL CAVE	Not in Fincham for St. James		
Rose hall area		SARAH CAVE	contains bones & coins		
Somerton		WINDSOR LODGE CAVE	Chamber cave		
Schaw Castle		DEAD BABY SINKHOLE**	Not in Fincham		
		JACKSON YOUNG'S CAVE	Stream Passage	Y	Y
Springvale		LIKKLE CAVE**	Not in Fincham		
		ROCKY ROAD CAVE**	Not in Fincham	Y	Y
		SPRINGVALE EAST RISING	Impenetrable rising		
		SPRINGVALE SINK	Impenetrable rising		
		SPRINGVALE SOUTH CAVE	Cave with a pool	Not confirmed	
		SPRINGVALE SOUTH RISING	water present		
		UPPER SPRINGVALE CAVE	Chamber cave		
Spring Vale		LIBERTY CAVES	Dry Passage		
Spot Valley		DOVER CAVE	Chamber Cave	Y	Y
Sweetwater		NIAGARA RIVER CAVE	Not in Fincham for St. James		
		NODEWOOD CAVE #1	Not in Fincham for St. James		
		ROCKY ROAD CAVE	Not in Fincham for St. James		
		SWEETWATER CAVES	Not in Fincham for St. James		
Tangle River area		JARMON BOTTOM CAVE	Stream Passage		
Vaughansfield		BOTTOM PASTURE CAVE	Stream passage		
		RUDIST ROCK CAVE	Stream passage		Y
		VAUGHANSFIELD CAVE	Stream passage		
Welcome Hall area		BARRY CAVE	Chamber cave		
		WELCOME HALL CAV*	Stream passage	Y	
White Castle area		MICEY GULLY CAVE	Chamber cave		

	CHATSWORTH CAVE	Chamber cave	Y	Y
	DEAD BABY SINKHOLE**	Not in Fincham		
	GUN HILL CAVE	No information given		
	PROSPER ROCK CAVE	Unknown		
	SCHAW CASTLE CAVE	Not in Fincham	Y	Y
	TEN MILE POST RISING	Impenetrable rising		
	THOMPSON'S CAVE	Chamber cave	Not located	Y
	YOUNG GULLY CAVE	Wet passage	Y	Y
	YOUNGS CAVE	Stream passage		
Mocho area	MOCHO CAVE	Dry passage	Y	Y
	MOCHO SINK CAVE	Stream passage		
Montego Bay	MO' BAY AIRPORT CAVE	paleontological site		
	MURDERER'S CAVE	Labyrinth		
	PROVIDENCE CAVE	Chamber cave	No located	
	SEWLL CAVE*	Chamber cave	Y	
	TIP POT	Simple Cave		
	TRYALL CAVE	no description		
Moreland property	MARROW CAVE	Dry passage	Y	
	MARROW CAVE 2***		Y	
Mount Horeb area	FREE MOUNTAIN CAVE	Dry Passage		Y
Niagara River area	BLUE HOLE GLADE CAVES	Not in Fincham for St. James		
	NIAGARA RIVER CAVE	Not in Fincham for St. James		
	NIAGARA RIVER SINKS	Not in Fincham for St. James		
	NODEWOOD CAVE	Chamber Cave		
	NODEWOOD CAVE 2	Labyrinth		Y
Phoenix property	PARSON HUTCHINS HOLE	Chamber cave		
	SAND BOTTOM CAVE	Shelter cave		
Point area	JACK'S LODGE CAVE	Cave with a pool	N	
	SHELL CHAMBER CAVE	Shaft to a cave		
	SUMMERHILL CAVE-1	Cave with a pool		
	SUMMERHILL CAVE-2	Stream passage	Y	

	COOLGARDEN CAVE-4	Stream passage		Y
	COOLGARDEN CAVE-2	Stream passage	Y	
	COOLGARDEN CAVE-3	Stream passage		Y
	COOLGARDEN CAVE-1	Stream passage		Y
	FLAMSTEAD CAVE	River cave		
	FLAMSTEAD RISING CAVE	Resurgence cave		
	PUMPHOUSE CAVE	Resurgence cave		
	TRAT'S SINK NORTH	Impenetrable sink		
	TRAT'S SINK SOUTH	Impenetrable sink		
Garlands	GARLANDS RISING	Impenetrable rising		
	GARLANDS SINK	Impenetrable rising		
	WILLIAMS CAVE	Stream passage		
Huntely	PISGAH RIVER SINK	Not in Fincham for St. James		
Hopeton area	KEMPSHOT CAVE	archeological cave		
Jerico area	McKENZIE CAVE	Chamber cave	Not located	Y
Kempshot Pen area	BANQUILLEY CAVE	no description		
Maldon area	CARLTON SINK-1	Impenetrable sink		
	CARLTON SINK-2	Impenetrable sink		
	CARLTON SINK-3	Impenetrable sink		
	CUP & SAUCER CAVE	Resurgence Cave		
	LIEBERT'S GREAT HOLE	Not in Fincham		
	MALDON CHURCH CAVE	Dry passage		
	MALDON SCHOOL CAVE	Stream passage		Y
	MALDON RIVER RISING	Stream passage		
	PETERKIN CAVE	Stream passage	Y	Y
	ROACH CAVE	Stream passage		
	ROTA CAVE	Stream passage	Y but not located	Y
	ROTA SINK	Complex cave		
	TANGLE RIVER SINK	Impenetrable sink		
Marchmont area	JACK SPRING CAVE	Not in Fincham for St. James		
Maroon Town area	BARRACKS CAVE	Stream passage		

FIFTH SCHEDULE, *contd.*

APPENDIX 6

CAVES IN ST.JAMES

List of Caves Identified for St. James extracted from "Jamaica Underground, the caves, sinkholes and underground rivers of the Island" by Alan G. Fincham 1997 and information from the Jamaica Caves Organization (JCO) (<http://www.jamaicancaves.org/main.htm>)

Location	Name of Cave	Type of Cave	Bats Present	
			NEPA Confirm	JCO Bat Cave List
Belfont area	GUNGOO CAVE	Unknown		
Big Bottom area	CARR CORNER CAVE	Dry Passage		
	SWALLOW CAVES	no description		
Cambridge Cave	BIG BOTTOM CAVE	Dry passage	Y	Y
Chatham area	CHATHAM CAVE	no description		
Chatworth	BARROWS CAVE**	Not in Fincham		
	BELFIELD CAVE**	Not in Fincham		
	FITZIE FISSURES 1-2-3**	Not in Fincham		
	ROTTEN GOAT CRAWL	Not in Fincham for St. James		
	VALLEY PIT	Not in Fincham for St. James		
Content Mountain	MOUNT PARNASSUS CAVE	no description		
Ducketts area	RETRIEVE HOLE	Cave to a shaft		
Endeavour Glade	MAFOOTA RIVER CAVE	Stream passage	Y	Y
	MAFOOTA-3	Wet passage		
	MAFOOTA-1	Shaft to a pool		
	MAFOOTA-2	Shaft to a pool		
	MAFOOTA BLUE HOLE	Shaft to water		
Flagstaff area	DUPPY CAVE	Complex Cave		
	LIEF SINK	Impenetrable sink		
Flamstead	BANANA MARKET SINK	Impenetrable sink		

FIFTH SCHEDULE, *contd.*

APPENDIX 5

SCENIC AREAS IN ST.JAMES

Areas of great beauty are sometimes quite extensive. In a sense, they are present in the public domain in that they are visible from public places such as road, park or vantage point. It is intended to preserve the characteristics of such areas for the continued enjoyment by the public at large. Following is a list of places of natural or scenic beauty within which careful planning control is needed, so that the essence of the view be not lost:

Accessible areas of scenic beauty and scenic routes:

- SA 1. Main coast road, Great River to Reading, which is an important tourist route (part of the Lucea- Montego Bay main road) with varied land and seascapes;
- SA2. From the border with Westmoreland and the Sweet River Road to Reading Main Road, which is crosscountry route of increasing importance;
- SA3. From the border with St. Elizabeth along Middle Quarters to Reading Main Road, via Bethel Town, which is a cross-country route of increasing importance;
- SA4. Catadupa to Falmouth scenic route through the cockpit country;
- SA5. Flower Hill, the spectacular view from the historic building area.

Other areas requiring control are those from which very fine views may be obtained rather than being beauty spots in themselves. Following are some which are outstanding and well known to the public now;

- 1 the view west from the effort, Montego Bay, being the view along the Hanover coast and over the town of Montego Bay; height of building limitation is required in this instance;
- 2 the view from Fort Street, Gloucester Avenue and Kent Avenue west along the Hanover Coast, which is a great feature with tourists particularly at sunset and dusk.

FIFTH SCHEDULE, contd.

APPENDIX 4

SCHEDULE OF BEACHES ALONG THE ST JAMES DEVELOPMENT ORDER AREA
COAS

LOCATION	TYPE OF BEACH
Sunset	Public Bathing Beaches
Ironshore	Public Bathing Beaches
Mahoe Bay	Public Bathing Beaches
Coral Gardens	Public Bathing Beaches
Greenwood	Public Bathing Beaches
Walter Fletcher	Commercial Bathing Beaches
Doctor's Cave	Commercial Bathing Beaches
Cornwall Club	Commercial Bathing Beaches
Tropical	Commercial Bathing Beaches
Spring Garden	Fishing Beaches/ Bathing/ Seaside Park)
Railway Beach	Fishing Beaches
Whitehouse	Fishing Beaches
Rosehall	Fishing Beaches/ Bathing
Success Farm	Fishing Beaches/ Bathing/ Seaside Park
Grange Pen	Fishing Beaches

The bathing beaches listed above are vested in the St. James Municipal Corporation while the combined fishing and bathing beaches are the responsibility of the Fisheries Division of the Ministry of Agriculture and of the Municipal Corporation respectively. The fishing beaches are operated by the Fisheries Division on behalf of the fishermen.

Churches, Cemeteries, Tombs	
Salter's Hill Baptist Church – ruin	13/05/1999
St. Mary's Anglican Church, Montpelier	23/03/2000
Public Buildings	
Old Court House (Montego Bay Civic Centre)	30/05/1999
Statues and Other Memorials	
Sam Sharpe Monument	23/03/2000
Sugar and Coffee Works	
Ironshore Windmill Tower	30/05/1996
Miscellaneous	
Old Albert Market, Montego Bay	30/05/1996
Old Slave Ring, Montego Bay	08/04/2004
The Dome, Montego Bay	30/03/2000

FIFTH SCHEDULE, *contd.*

APPENDIX 3

**SCHEDULE OF MONUMENTS, HISTORICAL, ARCHAEOLOGICAL, ECOLOGICAL,
AND ARCHITECTURAL SITES AND BUILDINGS IN ST. JAMES**

The list of sites and buildings which follow indicates areas of particular beauty or having historic, archaeological significance. It is not a complete inventory of all significant sites and structures in the parish but gives an indication of what should be preserved in the carrying out of permitted development works and in the absence of intended development to be conserved. The local planning authority may, after consultation with the Jamaica National Heritage Trust and on the advice or direction of the Authority, add to this list. Should any item cease to exist the local planning authority may after consultation with the Commission and the Authority and with the express consent of the Authority, remove such item from the list. Sites and buildings of architectural or historic interest are as follows:-

ST. JAMES SITES	DATE DECLARED
Buildings of Architectural and Historic Interest	
Anchovy Railway Station	02/10/2003
Barnett Street Police Station, Montego Bay	23/03/2000
Cambridge Railway Station	02/10/2003
Cinnamon Hill Great House	13/05/1999
Greenwood Great House	15/03/2001
Grove Hill House, Montego Bay	13/05/1999
Harrison House, Montego Bay	13/05/1999
Montpelier Railway Station	13/05/1999
No. 1 King Street, Montego Bay	15/07/1993
No. 2 Orange Street and No. 6 Corner Lane	17/02/1994
Roehampton Great House	03/04/2003
Rose Hall Great House	13/05/1999
Town House, Montego Bay	15/03/2001

FIFTH SCHEDULE, contd.

APPENDIX 2

LIST OF MAJOR URBAN CENTRES/LOCAL PLANNING AREAS

The principal urban community and main Local Planning Area is Montego Bay. The others listed below, along with Montego Bay, will have development plans prepared for them and it is anticipated that basic infrastructure, social services and amenities will be given priority in these areas. Being areas of growth, local commercial centres are expected to develop as well for which planning permission will be required from the local planning authority.

1. Greater Montego Bay
2. Anchovy
3. Cambridge
4. Maroon Town
5. John's Hall
6. Adelphi

"urban" means a built up area of town with a local planning area;

"warehouse" means a building, or land used temporarily for the purpose of storage or distribution of goods and materials.

2. Telecommunications Network-Glossary

"Base Station" means a structure or structures that consist of transmitters and receivers that are connected to antennas by feeder cables. A base station can be a microcell, macrocell or picocell and can either be mobile or fixed;

"Co-location/mast sharing" means- the utilization of one site by more than one service provider and or the utilization of one or more mast by more than one service provider;

"Exclusion zone" means- an area within which radiation exposure guidelines maybe exceeded. Zones shall be a minimum of 20m by 20m (65.6ft by 65.6ft) in size and physical barrier shall be a minimum of 3 meters (9.8ft) in height;

"Macrocell" means- a base station that provides the largest area of coverage within a mobile network. The antennas at this station must be positioned at a height, which prevents obstruction from terrain or buildings;

"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;

"Physical barrier" means- a fence or wall not less than 3 metres (9.8ft) in height which encloses a base station;

"Picocell" means- a base station which is normally found within existing buildings and provides more localized coverage than a microcell;

"Precautionary approach" means before a development is permitted it should be shown that the risk from the development is acceptably low. The lack of full scientific certainty or an absence of information indicating that a risk is unacceptably high should not be reasons to approve development;

"Radio waves mean" electromagnetic wave of frequencies lower than 3 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."

-
- "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.
- "countryside"** means lands that are outside the built up area.
- "cubic content"** means the cubic content of a structure or building measured externally and determined by multiplying the floor area by the height.
- "dwelling house"** means a building or part of a building forming a self-contained premises designed to be occupied by a single family or household and does not include a building containing one or more flats;
- "density"** means the number of habitable rooms that will be allowed per hectare of land;
- "ecological sensitive area"** means an area which is vulnerable to natural disasters and human impact;
- "environmental impact assessment"** means a study of the environment to detect how a development would impact on the environment in the area in which the development is proposed;
- "facade"** means any exterior surface of a building other than the roof;
- "flat"** means a separate and self-contained premises constructed for use as a dwelling and forming part of a building from some other part of which it is divided horizontally;
- "floor area"** means the gross horizontal area measured from the exterior faces of exterior walls or exterior supporting columns for any floor not enclosed by exterior walls together with any floor space provided for mechanical equipment, elevator shafts and stairwells at each floor, other than basement space used as car parking facility;
- "floor area ratio"** 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 floor area on a lot by the lot area;
- "ground cover/ footprint"** means the amount of ground covered by hard surface 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 outdoor parking areas.
- "growth centre"** means a local planning area;
-

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.

FIFTH SCHEDULE, contd.

FIGURES

FIGURE 1

DENSITY, HEIGHT AND LOT COVERAGE FOR MAJOR LAND USES

Major Use which is Specified	Maximum Permissible Floor Area Ratio	Maximum Plot coverage (% of net area)	Maximum Permissible Height (No. of stories above frontage)	Minimum Green Spaces Required within Net Plot Area (%)
RESIDENTIAL (Maximum Habitable Rooms per 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

necessary mitigating measures to be taken by the applicant or public agency;

- e) An incentive statement which will list all incentives or waivers of standards requested from the Authority and the rationale for such requests;
- f) An amenities statement which identifies amenities the applicant will provide to ensure the quality and affordability of the project at a higher level than under standard densities and methods of development and such amenities include –
 - (i) On or off-site parks, recreation areas or other open space development;
 - (ii) The off-site water or sewer disposal connections;
 - (iii) The access roads or, where necessary, street widening;
 - (iv) The dedication of land for public services and utilities;
 - (v) The contribution to the maintenance of public services and utilities;
 - (vi) The inclusion of dwelling units for sale or rental households at or below the median income level in the project mix;
- g) A staging plan for the project or components of the project

The authority may waive any of the requirements mentioned above.

In its statement of project approval, the authority will include a list of all conditions that the local authority will insist be met by the applicant and these conditions may include modifications to the proposed design, an approved list of amenities along with the scale and method of payment of any financial contributions to be made to the Authority and a time scheduled for development. Where an applicant fails to start a proposed development within the period specified by the Authority the local planning authority may cancel such permission, whereupon the development shall revert to the land use category in which it was zoned as if there were no application for development .

use classes shall be eligible for consideration. Developers are encouraged to use the incentive development approach to providing affordable housing for low and moderate income households and applications for affordable housing developments will generally be granted more flexibility in standards than will be permitted applications. An applicant for affordable housing developments shall, in addition to complying with normal submission requirements, submit certification from a certified Quantity Surveyor which states –

- a) That the Quantity Surveyor has reviewed the submission as to the expected cost of the development and the proposed rent levels and sale prices and term; and
- b) That the submission indicates that at least fifty percent of the dwelling units can be purchased or rented by households with incomes at or below the median income level for the Kingston Metropolitan Area (as estimated for the calendar year in which the application is submitted to the Quantity Surveyor).

An application for a planned development approval shall, in addition to the documentation required for standard methods of development, be required to furnish the Authority with the following:

- a) Maps and drawings at the appropriate scale showing -
 - (i) Property boundaries;
 - (ii) Existing topography and any alterations to be made;
 - (iii) Soil conditions;
 - (iv) Location of all access roads and all utilities on and adjoining the property (a narrative analysis of their capacity to absorb new growth will also be required);
- b) Sketch plans and elevation drawings showing the location of all proposed uses, structures and roads along with the basic design concept of the proposed facilities including façade treatment and description of materials;
- c) Landscaping plan;
- d) An area impact analysis which is a drawing or statement describing the project neighbourhood and generally assessing the impact of the proposed project on the neighbourhood and will include such topics as traffic generation, impact on the utility system and identification of any adverse land and environmental effects, along with

APPENDIX 25

GUIDELINES FOR INCENTIVE DEVELOPMENT PROCESS

The incentive development process is designed to facilitate creation of well planned residential and mixed use projects such as commercial and office facilities in any of the several Local planning areas. The objectives of the process are sound project planning, efficient and economical land utilisation (including assembly of under-utilised land), attractive urban design, affordable housing and participation by applicants in funding or constructing amenities that will improve the quality of the project and its environment. In improving developments under the process, the local planning authority will support the approval of incentives given by the Authority such as granting increases in permissible building height and densities and modification of other development standards and requirements to promote flexibility and high quality project design. In supporting specific incentives the Authority will consider whether the application –

- a) Supports the general policies of the Order or any individual area plan that may be adopted;
- b) Makes the project affordable to lower income households;
- c) Enhances the project surrounding;
- d) Provides present or future occupants of planned developments with a living or working environment and amenities superior to those that could be achieved by applying the normal standards and requirements of this Order.

The Authority may approve an application for planned development with or without modification and may set conditions of performance for implementation. Prospective applicants will be urged to discuss their project concepts with professional staff of the local planning authority prior to formal application submission to the local planning authority.

Incentive development may take place in any of the Local planning areas and the mass of such development must harmonize with the existing adjacent development. Such development will have a minimum lot size of one and one half (1½) hectares. If an applicant does not own all the property that is included in an application, the applicant must provide evidence to the local Authority that all owners of properties covered by the application are legally committed to development in accordance with the submitted plans. In residential zones, incentives may be granted for larger density.

- a) From 75 habitable rooms per hectare to no more than 124 habitable rooms per hectare;
- b) From 125 habitable rooms per hectare to no more than 249 habitable rooms per hectare;
- c) From 250 habitable rooms per hectare to no more than 374 habitable rooms per hectare.

Incentive development project applicants may, in addition to density incentives, request waivers of height, setback, site coverage and green space requirements and projects combining two or more

-
- 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.

- ii. The parking area must not disturb pedestrian and vehicular traffic entering and exiting the plant.

SETBACKS

- i. The minimum safety distances from tanks to property lines will be 0.7 times the container diameter, but not less than 30 meters.
- ii. No overhead or underground facility or public service infrastructure must cross the LNG Plant.

INSTALLATION

- i. The lighting system must be adequate to ensure safety when operations are being done in the plant. This should be maintained at a minimum of 20 lux, in general and 200 lux in the discharge area.
- ii. A water supply for fire protection system must be provided, except where there is a justification for it being unnecessary or impossible to be installed. Such justification will have to be approved by the Local Authority.
- iii. For LNG storage capacity greater than 450 m³, a water system may be installed to water the high part of the tanks to avoid fire. If the plant does not have access to a regular water supply it must be equipped with a water reservoir that can deliver 2 hours of water supply at a sufficient rate of 3 liter/min/m² in case of fire.
- iv. An odorization system must be installed to odorize the natural gas before it leaves the plant.
- v. The plant must be equipped with extinguishers in the tank zone and in the vaporizer zone and this should be done in association with the Fire Department.

LANDSCAPING

- i. Landscape proposals prepared by a Landscape Architect showing a scheme of hard and soft landscaping should be submitted along with the application for the proposed development.
- ii. The design must include a landscaped open area, 3 meters wide along the property boundary,
- iii. Landscaping including trees or shrub planting and suitable screening surrounding the plant may be required to integrate the facility into the local environment.

DRAINAGE

- i. Rain Water in the impoundment areas must be extracted by pumps or holes in the wall which must be closed immediately after the water is removed.
- ii. Hazardous waste must be confined and managed in compliance with the facility's approved Risk Prevention Plan and the storage areas must not be directly or indirectly connected to the public drainage systems.
- iii. Waste water from the washing of equipment and sewage disposal, must meet NEPA's and the health authorities guidelines and standards for sewage and effluent discharge.

3. SITE PLANNING CONSIDERATIONS

- i. The site plan must make provision for horizontal and vertical tank installations. The applicant must access and justify the impact on the landscaping for the chosen tank configuration

The Site

- i. The LNG Company must own the property or have an agreement in place for using the plot of land for this purpose for the minimum period of 20 years.
- ii. The land on which the LNG satellite plant or Regasification Terminal is to be constructed must be flat, with a minimum gradient to avoid the formation of puddles from rain. The design of slopes and trenches is to be carried out to take this into account.
- iii. A control center, warehouse and other auxiliary buildings are necessary in the construction and operation of a Storage and Regasification Terminal and the erection of these must conform with the Planning and Building Laws of Jamaica.
- iv. Provisions must be made for the effective management of waste generated during the operations and maintenance of the facility. It will be necessary for the segregation of different types of waste such as waste oils and oily rags used during maintenance.
- v. Aesthetic impacts must be assessed with considerations given to the efficient use of land and the aesthetic impact on the surroundings being taken into account.
- vi. All LNG storage tanks must be equipped with some form of secondary containment with the height and thickness necessary to ensure that all leaks or spills are effectively contained. This may take the form of impoundment or bounded areas which must be separated from the tank by at least 1.5 meters to permit access of a 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 maneuvering 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.

FIFTH SCHEDULE, contd.

APPENDIX 24

GUIDELINES AND STANDARDS FOR THE ESTABLISHMENT OF LIQUID NATURAL GAS (LNG) REGASIFICATION TERMINAL FACILITIES

Regasification of Liquid Natural Gas (LNG) is a system that allows the reconversion of the fuel into gaseous phase, thereby enabling its supply to various consumption points such as houses, towns, factories, large industrial areas and other end users. The LNG is received at the Regasification Terminal where the process takes place and where it is common for these facilities to have storage tanks.

The introduction of industrial scale natural gas for fuelling power plants in Jamaica will therefore require the construction of Natural Gas/ Liquefied Natural Gas specific handling; storage and distribution infrastructure in the island. An LNG satellite plant is one of the most common components used to facilitate the use of Natural Gas by new consumers. The development must guarantee the stability, safety and permanence in the supply of natural gas. In addition, the development of the natural gas sector must be designed and operated to comply with Jamaica's environmental policies, legislations, regulations and standards. It will be necessary to develop a regulatory framework in order to meet the minimum environmental health, safety and quality standards to receive, store and supply fuel.

1. GUIDELINES

- i. The natural gas flows from the plant to the consumers in the gaseous phase by pipelines. The routing of such pipeline must be clearly identified by the installation of signs on the ground. Concrete or metallic posts with an identification plate must be installed in compliance with the following requirements:
 - Each post must be distinctively visible from their immediate neighbor
 - The maximum distance between each post must be 200 meters
- ii. The depth of the trench where the gas pipeline is to be buried must be more than 0.8 metres from the top of the soil to the upper side of the pipe. When the pipeline crosses any other underground infrastructure, the depth must be increased to at least 1.4 meters. In case of rocky terrain these figures could be reduced in 10cm to decrease the cost of excavation.
- iii. The pipe must be laid on a sand bed and covered also with sand to avoid damages in the burial process. The rest of the trench may be back filled with the excavated material if this is soft and without sharp edges instead of sand.
- 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.

FIFTH SCHEDULE, contd.

APPENDIX 23

COMMUNITY PLANNING

As a standard of the requirement for community facilities in neighborhoods of different sizes the following facilities shall be provided:

Development of 200 to 600 dwelling units

- 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

-
- 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.

- 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

FIFTH SCHEDULE, contd.

APPENDIX 22

HILL SIDE DEVELOPMENT GUIDELINES

RESIDENTIAL DENSITIES AND LOT SIZES.

- (1) In calculating densities only areas that are developable will be included. Scarp slopes, steep sided gullies, unstable hillsides, cliff faces, steep slopes exceeding 30 degrees will not be considered.
- (2) In general, the developable area on a hill side site shall be contiguous (boundaries are in contact and not scattered throughout the site). If the site is to be used for multi-family the size of the lot should be a minimum of 0.8 hectares (2 acres).
- (3) Areas that are within the developable zone, but falls outside the contiguous developable area shall be included as part of the total developable area only if that 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

-
- all measurements should be taken from the face of the building to the property boundary unless otherwise specified.
 - the height of the buildings should not exceed two (2) floors from ground level for single family detached and duplex building. Basement may be located below ground level depending on the contour of the land.
 - the setbacks from any lot line may be increased by the planning authority in order to protect the privacy and visual amenities.
 - Site coverage should not exceed fifty percent (50%). Refer to appendix 10 and figure 1 for guidelines for other uses.

FIFTH SCHEDULE, contd.

APPENDIX 21

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 10 and figure 1.

c) Commercial and office developments – In addition to the guidelines provided below for commercial and office development refer to policies GD 44 to GD 50 and figure 1 in this order.

d) Institutional – there are several institutional buildings such as churches, schools etc. Existing in the Flemming Area and the possibility is that more will be established in the near future. Setbacks for the schools and churches should be

-1.5m from the side property boundary per floor

- 3m from the rear property boundary

- 6m from the front property boundary

FIFTH SCHEDULE, contd.

APPENDIX 20

MINIMUM LOT SIZES FOR SINGLE FAMILY RESIDENTIAL DEVELOPMENT.

The minimum lot areas for detach, duplex or semi-detach dwelling with ground level access shall subject to satisfactory arrangements for the disposal of sewage and general amenities be as follows:

a) Detach House

i. Regional Centres

Minimum of 325.15m² for internal lots

Minimum of 418 m² for corner lots.

ii. Sub Regional Centre

- Minimum of 371.6 m² for internal lots
- Minimum of 464.5 m² for corner lots

iii. Rural Towns

- Minimum of 4645m² for internal lots
- Minimum of 557.4m² for corner lots

iv. Rural Areas (Lots outside the above)

- A minimum of 1011.75 m²

b) Semi -detached or duplex house (for each half) falling under (i) and (ii) above minimum of 278.7m² for internal lots minimum of 371.6m² for corner lots.

c) The minimum size of lots may be reduced for housing schemes where the layout indicates that this can be done and the required amenities and utility services are available to satisfactorily support the level of development proposed.

d) The minimum lot width for detach housing in all areas should be minimum of 12.19m and 10.7 m for each half of a semi detach house.

e) Generally the ratio of lot width to length should not exceed 2 to 5, that is, the width of the lot should not be less than 40% of the length.

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.

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.

ica 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, contd.**APPENDIX 19****AGRICULTURAL LAND USE CLASSIFICATION SYSTEM**

For agricultural purposes land is classified into the following categories related to agricultural use.

Class I

This is land which is level with deep fertile soil and no factors limiting its use for agriculture.

Class II

Land which is suitable for cultivation with moderate limitations such as slope, inter-fill soils or poor drainage.

Class III

Land suitable for cultivation with strong limitations by one or more of the following factors:

- Steepness or slope
- Infertile soils
- Poor drainage

Class IV

Land that is of marginal use for cultivation due to one or more of the factors listed above

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.

Height

Accommodation located on the beach will not be allowed to exceed three stories in height plus pitched roof if desired subject to a ridge height of 12m (40 ft) above mean sea level. However, in areas where the hotel is to be located on parcels of land exceeding 4.0 hectares in area higher buildings may be allowed. This will depend on the character and design of the building in relationship to the surrounding areas and other material consideration. Only low rise resort development will be encouraged along the undeveloped coastal areas outside of the built up areas.

Setbacks

Setback from the high water mark should be in conformity with the guidelines in figure 4 as the terrain and other conditions along the coast differ. No building should be located within 12 metres of a road boundary and side boundaries should be a minimum of 3.7m for buildings up to three floors. An additional 1.5m is to be added for each extra floor in excess of three floors. This could vary depending on the size and location of the site, the character of the surrounding area and the height of the building.

Parking

This should be on site and conform to the requirements set out in the parking standards in terms of requirements, design and landscaping.

Site Planning Considerations

Development must satisfy the requirements for ground (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.

FIFTH SCHEDULE, *contd.*

APPENDIX 18

ADVERTISEMENT GUIDELINES

The display of advertisements, whether illuminated or not, can have a considerable impact on visual amenities. This is evident along main roads in rural areas and on buildings and open spaces in urban areas. The local planning authority will therefore pay particular attention to the siting of advertisements to ensure that the character of the country side, individual buildings and streets are not adversely affected.

Signs will be controlled in accordance with the Control of Advertisements Regulations 1978.

Applications will be considered in respect of the amenity and public safety and the following guidelines which have been adapted from the Lambeth Draft Unitary Development Plan (1992) will apply:

A General Considerations

1. Regard will be paid to the general characteristics of the locality- existing advertisements in the locality will be disregarded in assessing its general characteristics.
2. Advertisements should respect the scale of the buildings or sites in which they are displayed, together with the surroundings.
3. Displays at high levels will normally be resisted, particularly where they affect long range visibility.
4. Advertisements will be considered in respect of public safety.
5. The painting of walls as advertising space will not be allowed rather, the use of free standing boards will be encouraged where possible.

B Residential Areas

1. Advertising is generally out of place in any predominantly residential locality and will normally not be allowed.

C type of developmenAll displays must be in scale with the particular building on which they are

1. All displays must be in scale with the particular building on which they are located and must not conceal any architectural features.
2. A display must not be unduly dominant and the most important criterion will be the overall visual effect upon the entirety of the building and its surroundings.
3. Advertisements must be properly organized and clutter will be resisted.

D Declared Buildings and Structures

1. Special consideration will be given to advertisements on or adjoining buildings of architectural or historic interest.
2. Internally illuminated box signs will normally be resisted

E Conservation Areas

1. Advertisements will be expected to preserve or enhance the character of Conservation Areas.

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 75 habitable rooms per hectare inland. The ground cover will range from 15 per cent maximum and the plot ratio 20 per cent.

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

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

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

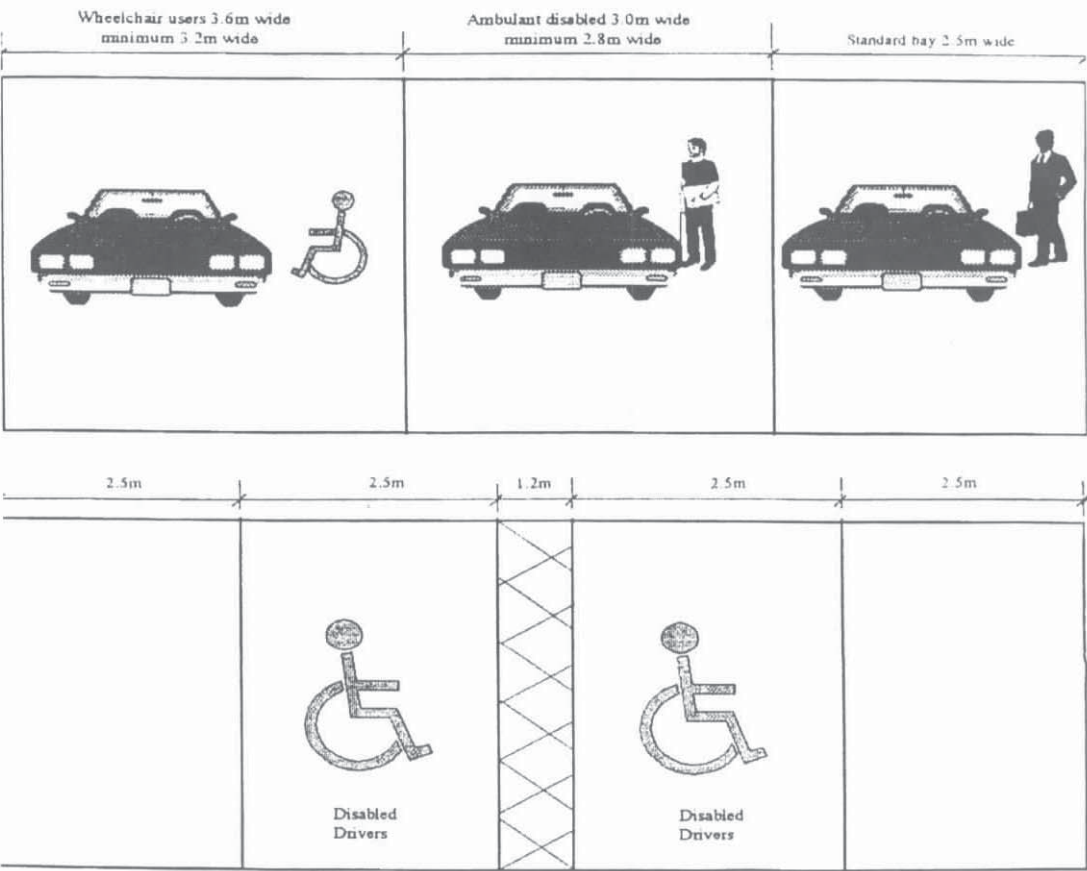
Access points to hotels should be located so as to minimize turning movements across traffic. Where possible they should be located on service roads where the volume of traffic is less.

FIFTH SCHEDULE, *contd.*

FIGURE 2

PARKING FOR DISABLED

To allow for assisted wheelchair users the preferred width of special spaces allocated for disabled drivers is 3.60m, minimum 3.20m. To allow for ambulant disabled people the preferred width of parking spaces is 3.00m, minimum 2.80m. While manoeuvring space may be tight, a width of 3.00m will in practice, cater for independent wheelchair users.



Where adjacent spaces are reserved for disabled drivers, an access area 1.20m wide may be marked on the ground to indicate that cars should be parked to either side. This will allow for access on one side to the driver's door of a car, and on other to the passenger's door. Car parking spaces for use by disabled people should be suitably signposted. To deter non-disabled drivers from using the spaces, the international symbol may be painted on the ground, with the legend "Disabled Driver".

FIFTH SCHEDULE, contd.

FIGURE 3

PARKING LAYOUT

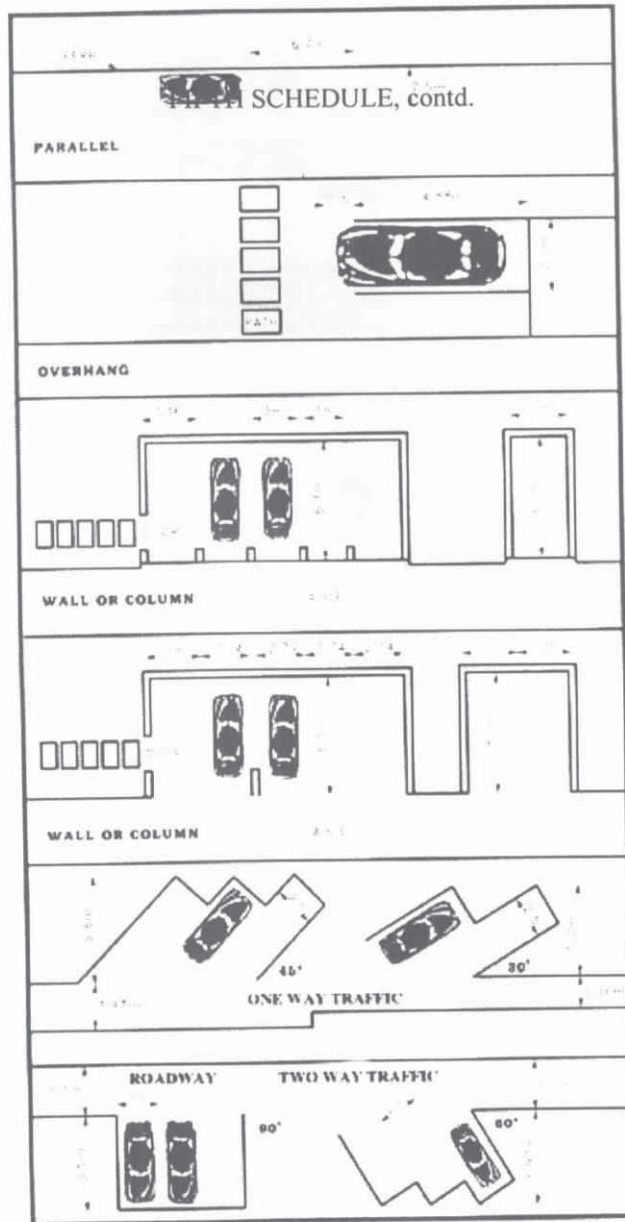
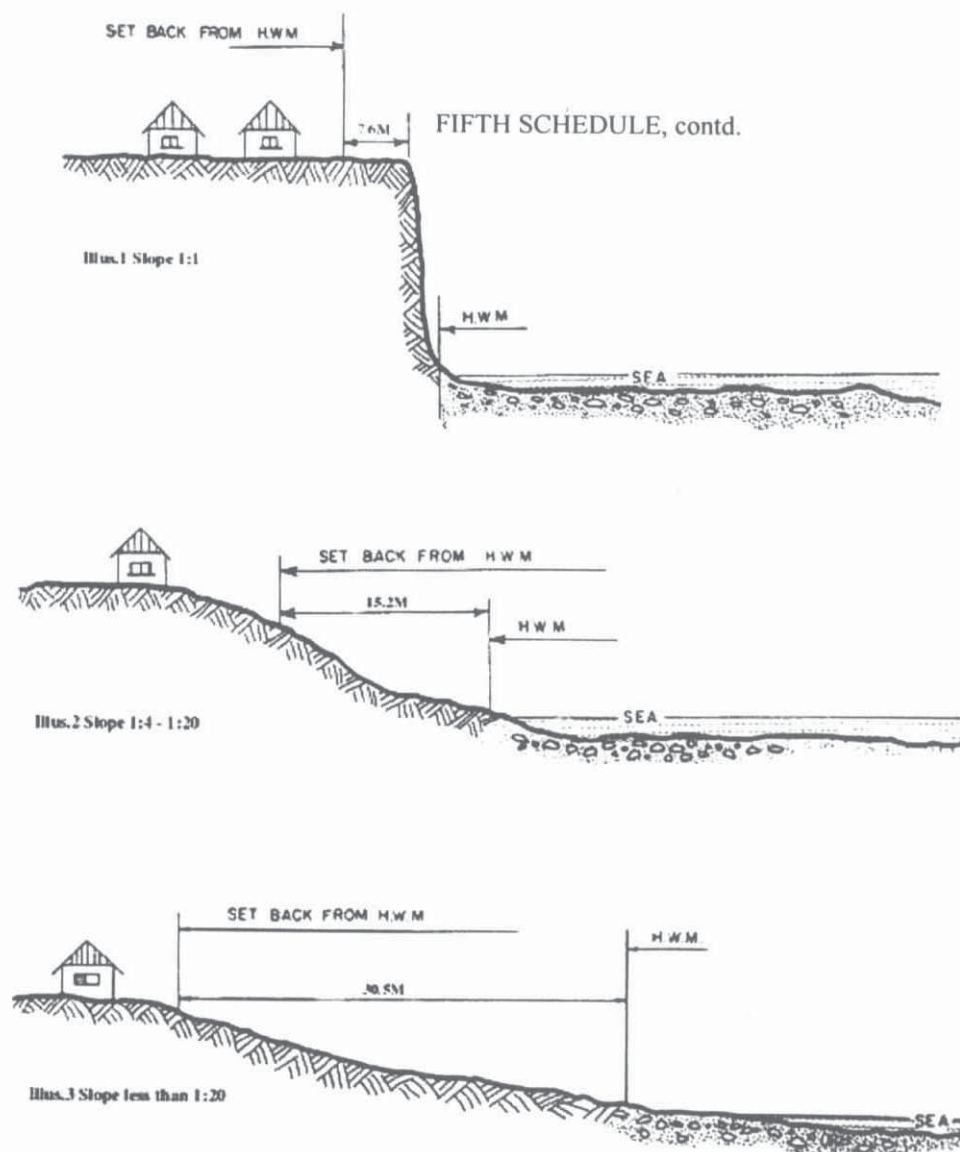


FIGURE 4

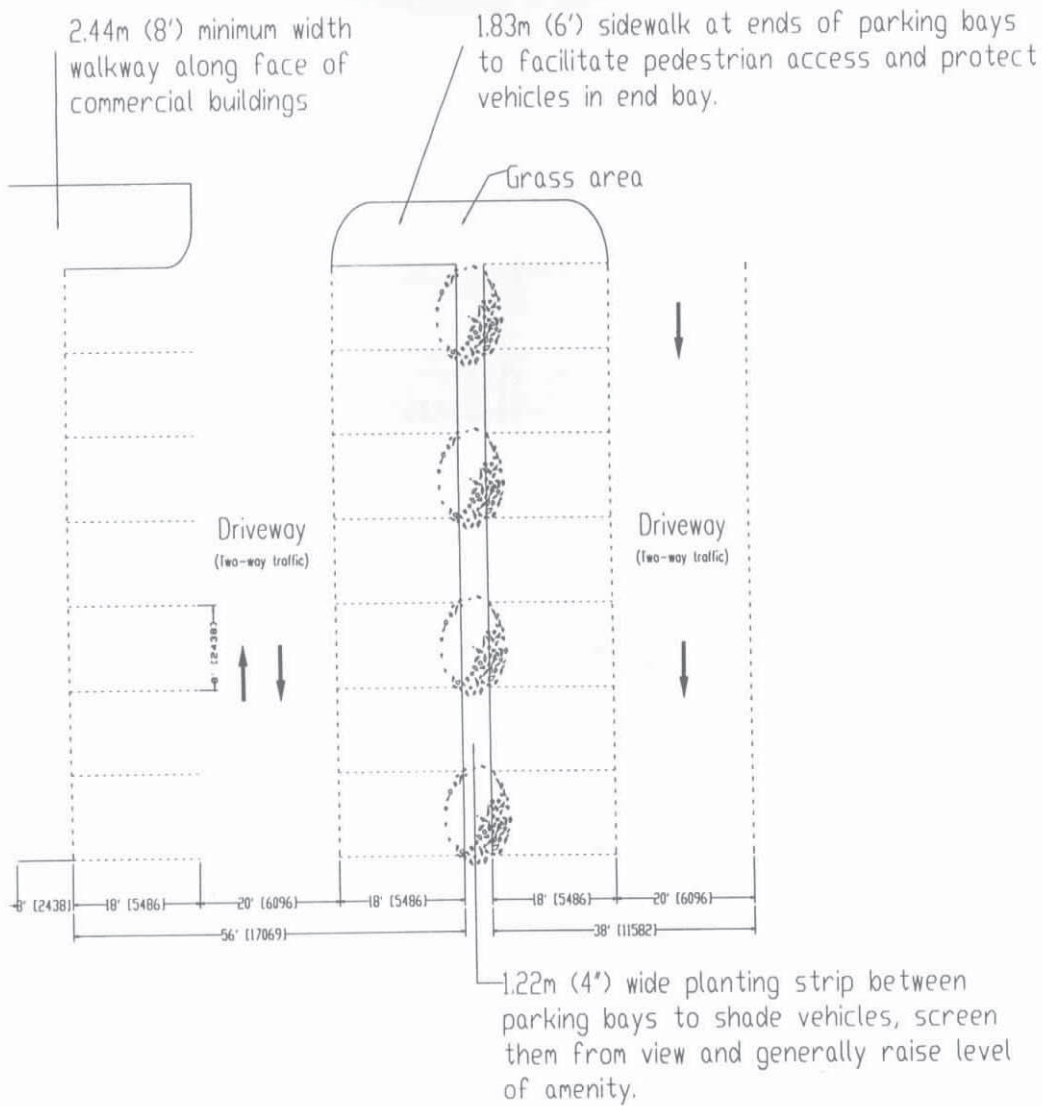
SETBACKS FROM HIGH WATER MARK



NOTE: SETBACKS ARE SUBJECT TO NATURE OF SUBSTRATA, OCEANOGRAPHIC CONDITIONS, PLANS FOR SEASIDE PARKS ETC.

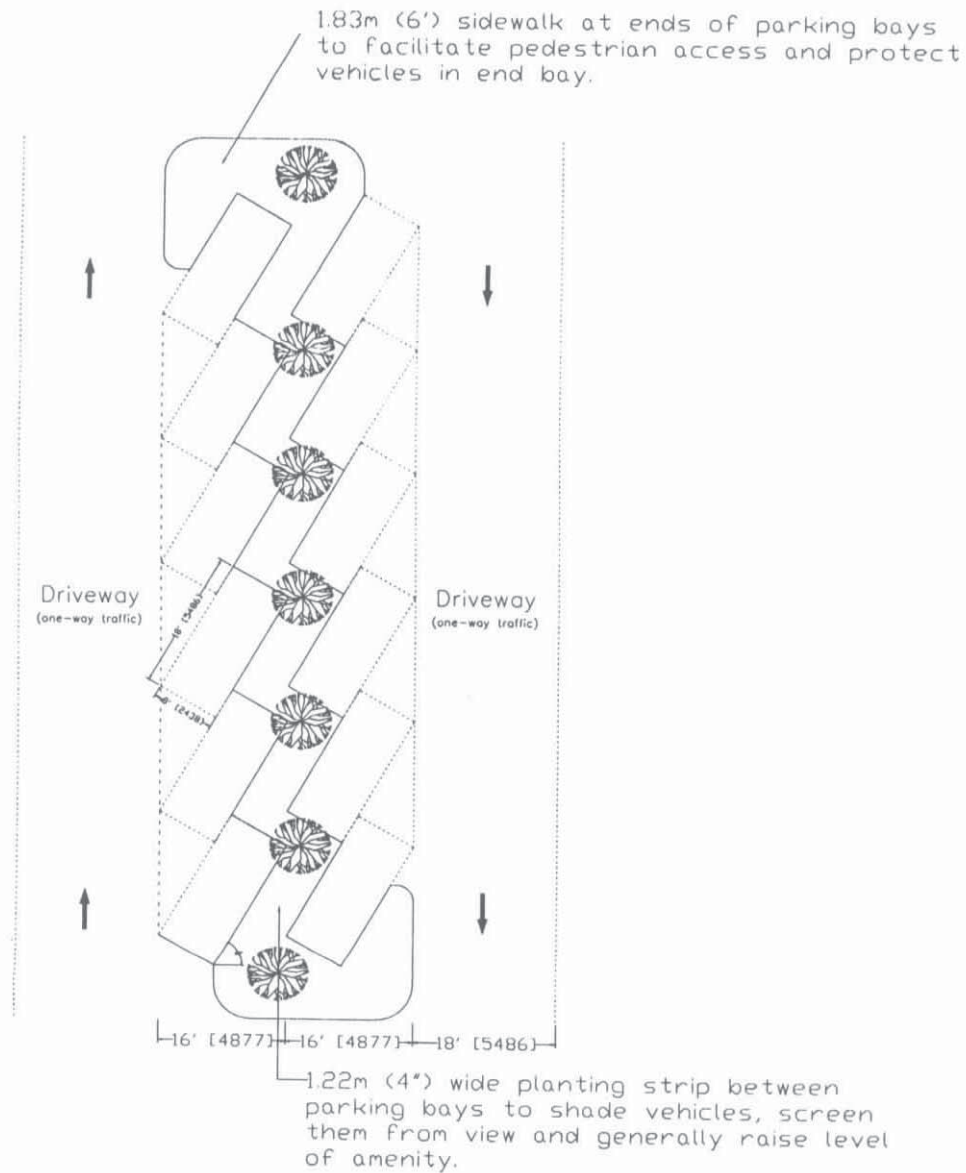
FIGURE 5

PARKING STANDARDS



Parking Standards

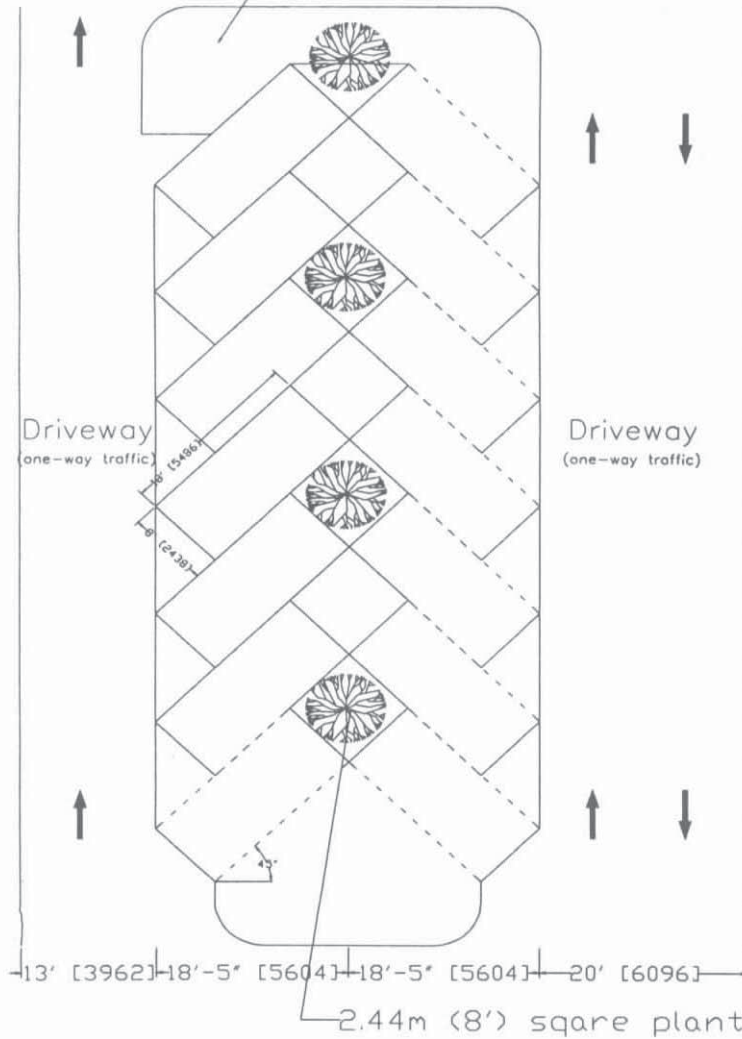
60 degrees – Angled parking design (double bay) Showing

Landscaping

Parking Standards

45 degrees – Angled parking design (double bay) Showing Landscaping

1.83m (6') sidewalk at ends of parking bays to facilitate pedestrian access and protect vehicles in end bay.



Parking Standards

30 degrees—Angled parking design (double bay)

Showing Landscaping

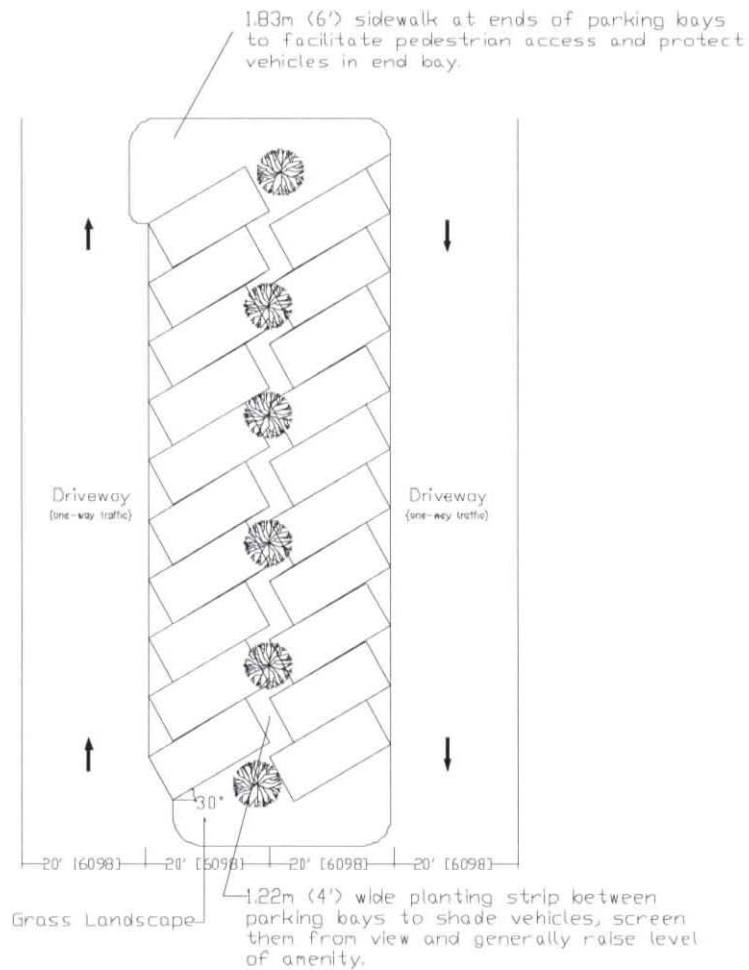
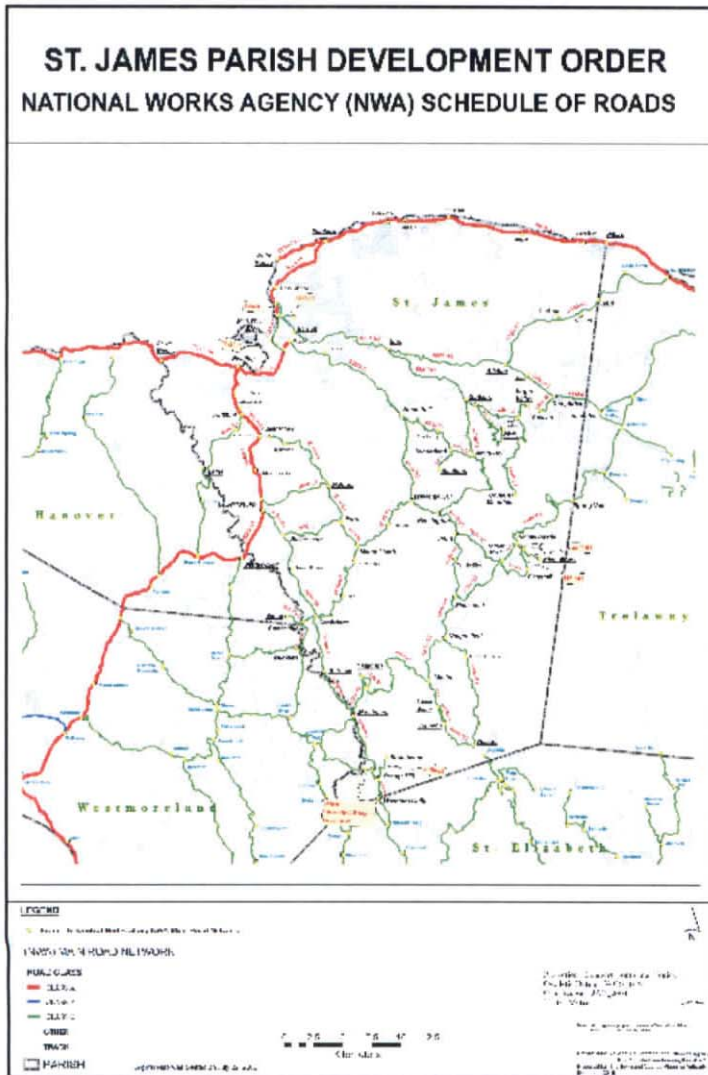


FIGURE 6

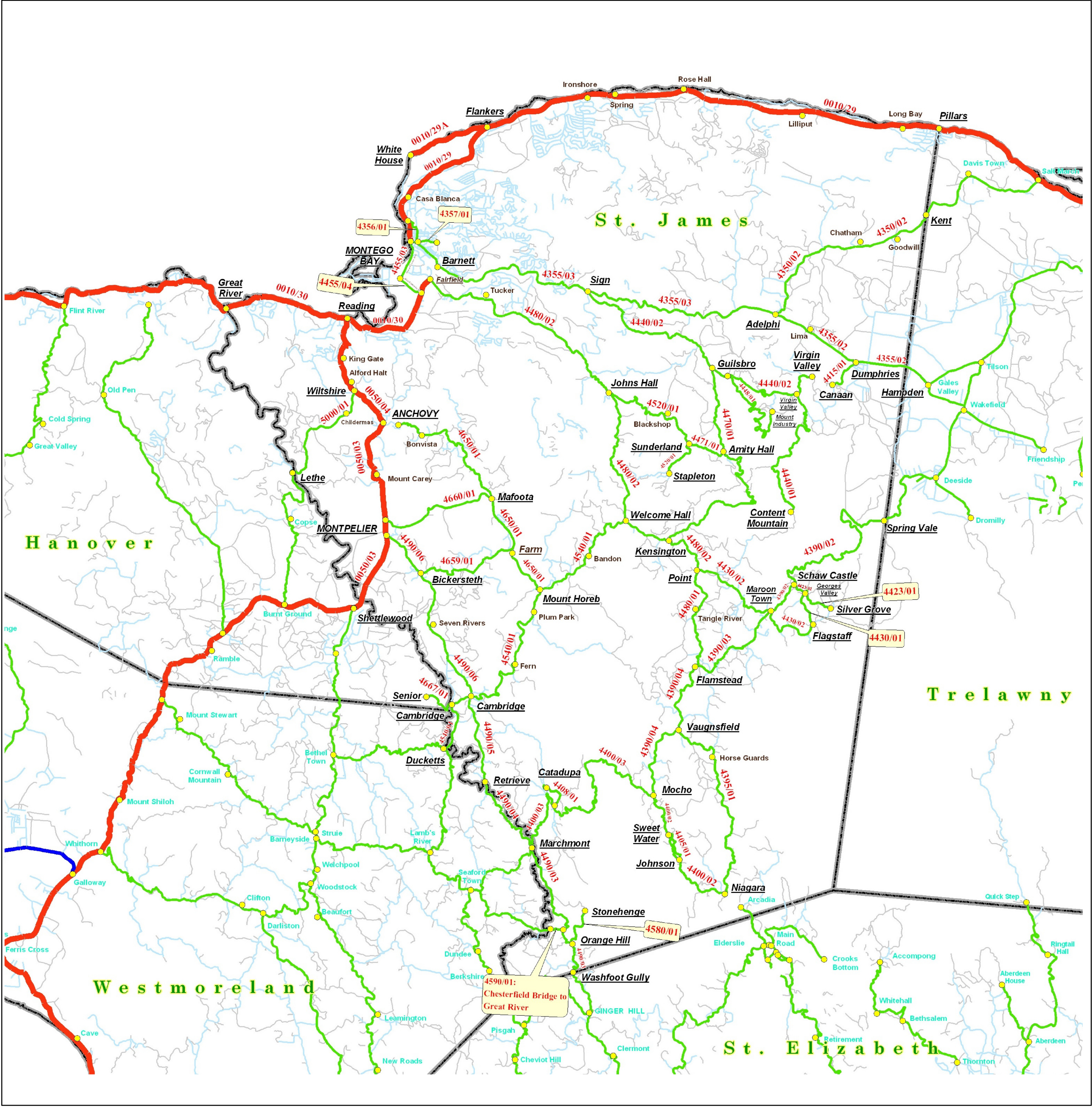
NATIONAL WORKS AGENCY (NWA) SCHEDULE OF ROADS

The following road reservations have been approved or recommended and will be carried out in due course by the appropriate Road Authority. These routes 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. (SEE MAP in Figure 6)



ST. JAMES PARISH DEVELOPMENT ORDER

NATIONAL WORKS AGENCY (NWA) SCHEDULE OF ROADS



LEGEND

- From - To Control Nodes along NWA Main Road Network
- (NWA) MAIN ROAD NETWORK
- ROAD CLASS**
 - CLASS A
 - CLASS B
 - CLASS C
 - OTHER
 - TRACK
- PARISH

Projection : Lambert Conformal Conical
Geodetic Datum : WGS_1984
Grid System : JAD_2001
Units : Metres

1:50,000

Source:-Map originally prepared by National Water Commission (NWC) 2017 and edited by NEPA

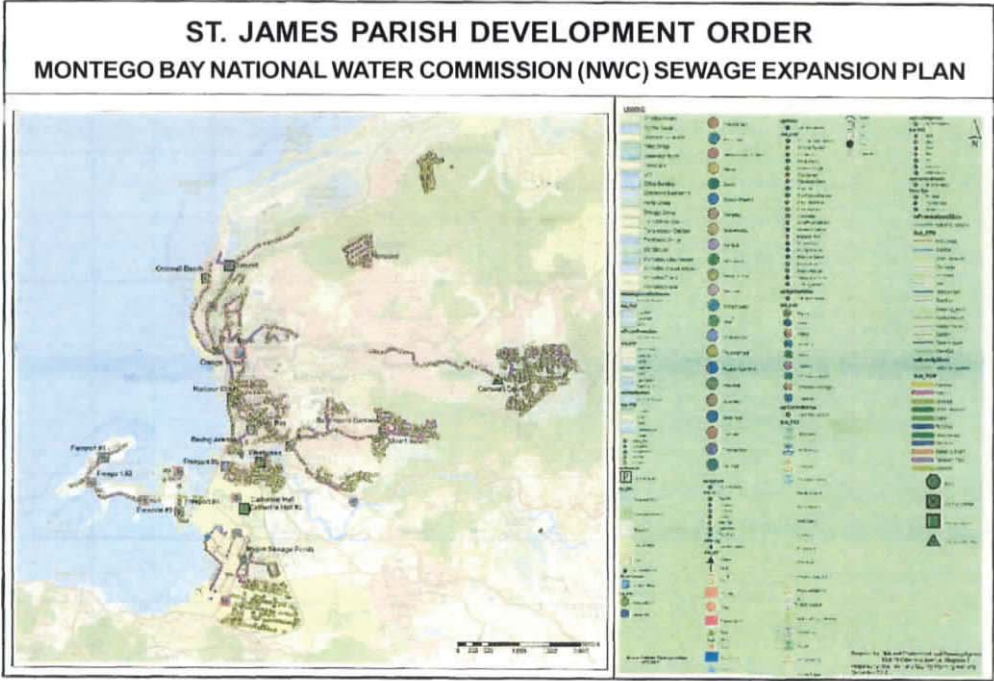
Prepared by: National Environment and Planning Agency
10 & 11 Caledonia Avenue, Kingston 5.
Prepared for: The Town and Country Planning Authority
December 2018

0 2.5 5 7.5 10 12.5
Kilometers

Original Map was created on July 22, 2005

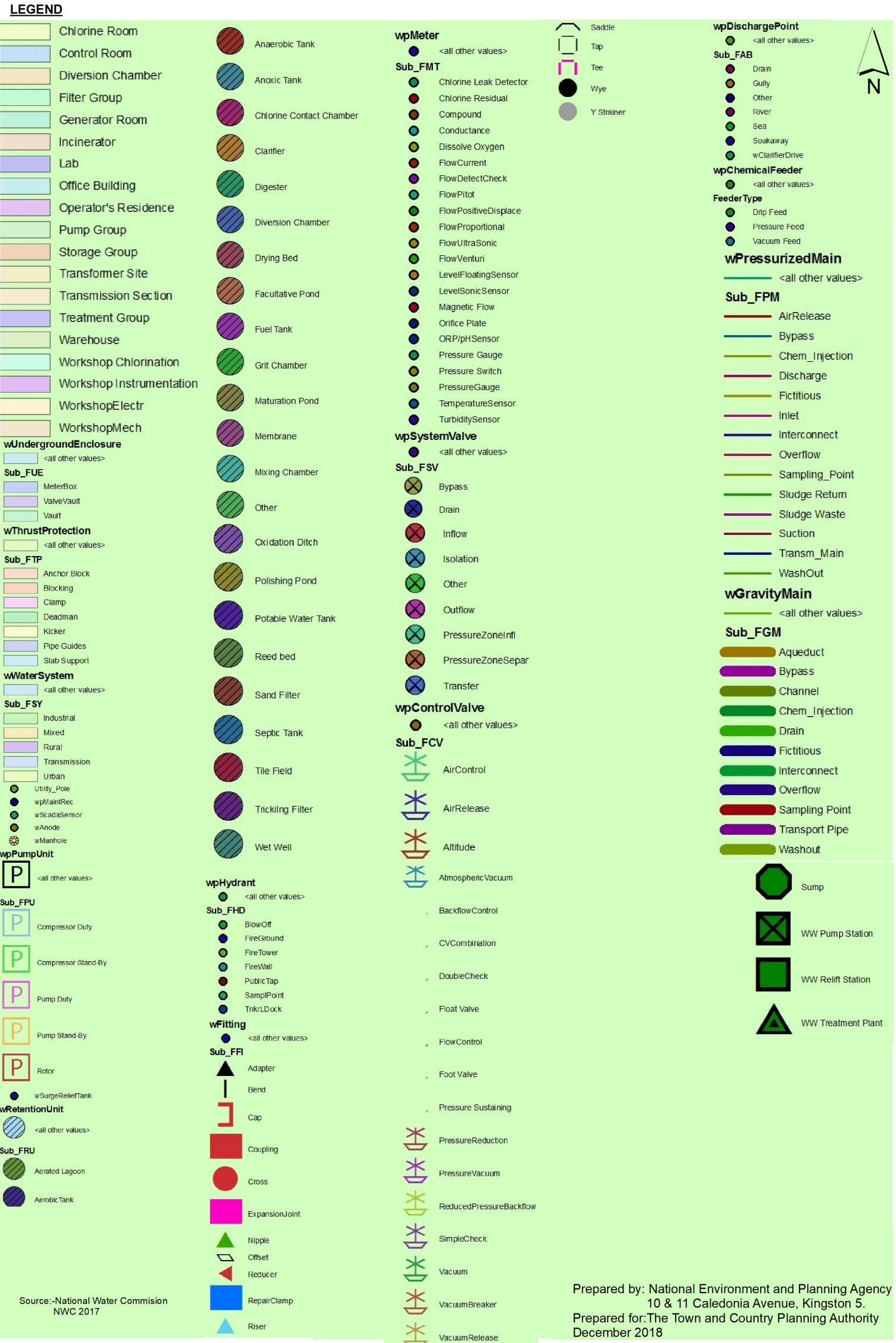
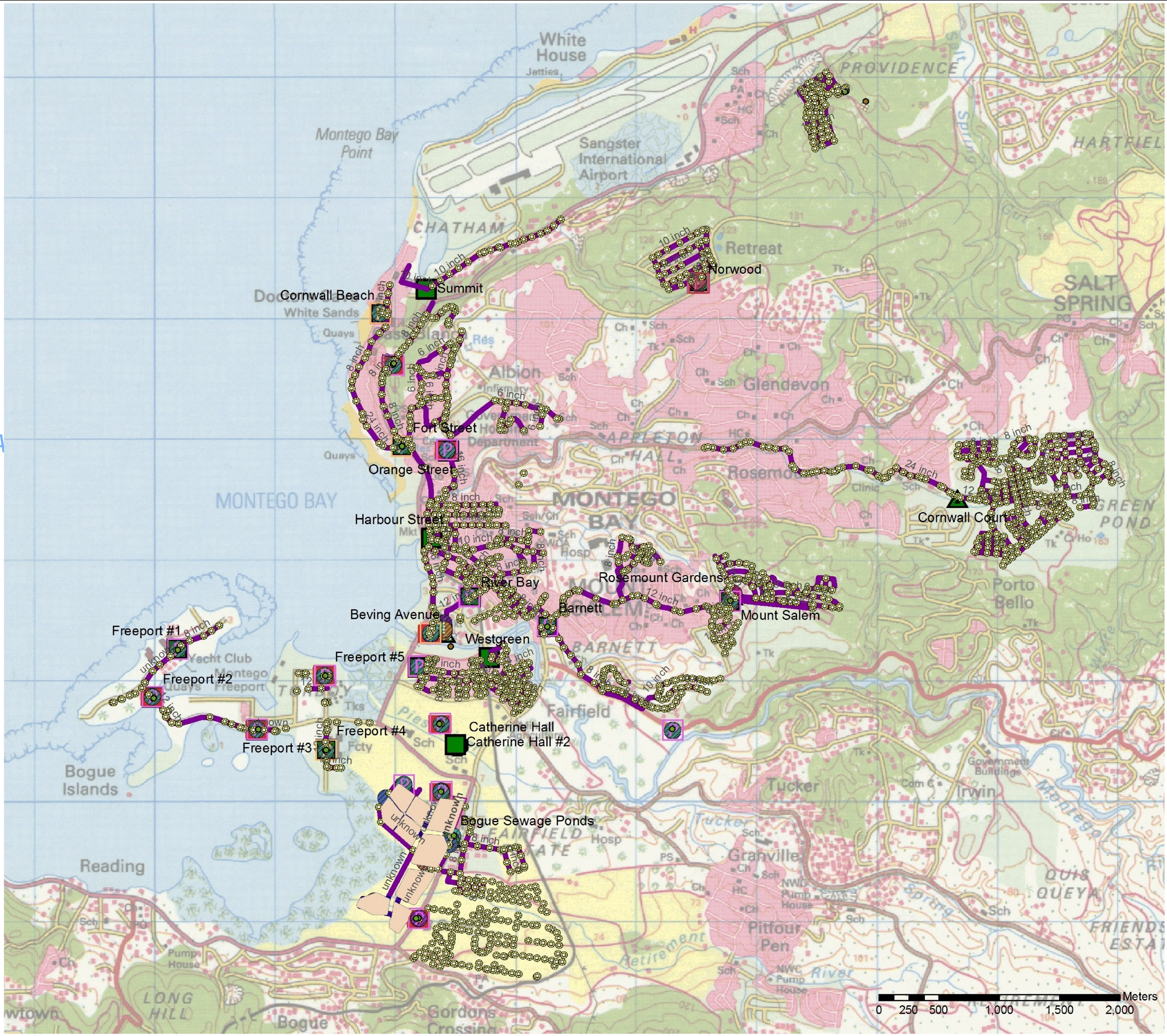
FIGURE 7

MONTEGO BAY NATIONAL WATER COMMISSION (NWC) SEWAGE EXPANSION PLAN



ST. JAMES PARISH DEVELOPMENT ORDER

MONTEGO BAY NATIONAL WATER COMMISSION (NWC) SEWAGE EXPANSION PLAN



LIST OF ABBREVIATIONS

A	Anchovy
AD	Adelphi
C	Conservation of the Natural and Built Environment
CA	Control of Advertisements
CB	Cambridge
CD	General Coastal Development
DC	Developed Coast
E	Energy
GD	General Development Policies
GMB	Greater Montego Bay Local Planning Area
H	Housing
JH	Johns Hall
LPA	Local Planning Area
M	Minerals
MT	Maroon Town
OBJ	Objectives
PFS	Petrol Filling Station
RAP	Rural Area Policies
RE	Rural Economy
SA	Social Amenities
SUE	Sub-Urban Economy
SDC	Social Development Commission
SP	Sectoral Policies
TELE	Telecommunication
TO	Tourism
T	Transportation and Traffic
UC	Undeveloped Coast
UE	Urban Economy
WS	Water Supply
WT	Waste Treatment and Disposal

ACKNOWLEDGEMENTS

The Town and Country Planning Authority would like to thank the many persons, Organizations, Institutions, Departments and Ministries for their input to this Development Order. Although it is not possible to recognize all contributions special mention is made of the following:-

1. The Jamaica Urban Transit Company
2. Housing Agency of Jamaica
3. Jamaica National Heritage Trust, 79 Duke St. Kingston
4. Ministry of Agriculture and Lands, the National Minerals Policy (2nd Draft for discussion Purposes, August 2006)
5. Ministry of Tourism and Sports, Master Plan for Sustainable Tourism Development
6. Ministry of Labour and Social Security, Statistical Bulletin 2002
7. National Environment And Planning Agency, Development and Investment Manual, Volume I Section I- Planning and Development –Chapter 2
8. National Environment and Planning Agency
9. The Water Resources Authority
10. The National Land Agency, Topographic Base Maps and Land Parcels
11. National Solid Waste Management Authority, 61 Half Way Tree Rd., Kingston 10,
12. Office of the Prime Minister; Development - Planning Unit
13. The St. James Municipal Corporation
14. The Planning Institute of Jamaica; Economic and Social Survey of Jamaica and various other Publications
15. The National Works Agency
16. Members of Staff; Social Development Commission, St. James
17. Montego Bay Chamber of Commerce
18. The Statistical Institute of Jamaica (STATIN),; Statistical Data (including Enumeration Districts)
19. The Town and Country Planning Authority; the Town and Country Planning (St. James Coast) Confirm Development Order 1982.
20. The Mines and Geology Department
21. Alan G. Fincham; Jamaica Underground, the caves sinkholes and underground rivers of the Island
22. The Jamaica Caves Organization (JCO) ([http:// http://www.jamaicancaves.org/main.htm](http://www.jamaicancaves.org/main.htm))
23. The Community Based Organization and other Stakeholders in the Parish of St. James
24. Wikipedia, the free encyclopedia
25. 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

-
26. IDB and St. James Municipal Corporation. One Bay for All, Sustainable Montego Bay Action Plan
 27. Barnett Limited, The Montego Bay South Project
 28. Mines and Geology Division, Hillside Development Manual for Jamaica
 29. Gore Developments Ltd, Montego West Housing Development, Montego Bay, St James, July 2013

Dated at 10 Caledonia Avenue, Kingston 5, this 31st day of December, 2018.

Danville Walker , OJ. JP.
Chairman,
Town and Country Planning Authority

PROPOSED LAND USE ZONING MAPS**LOCAL PLANNING AREAS**

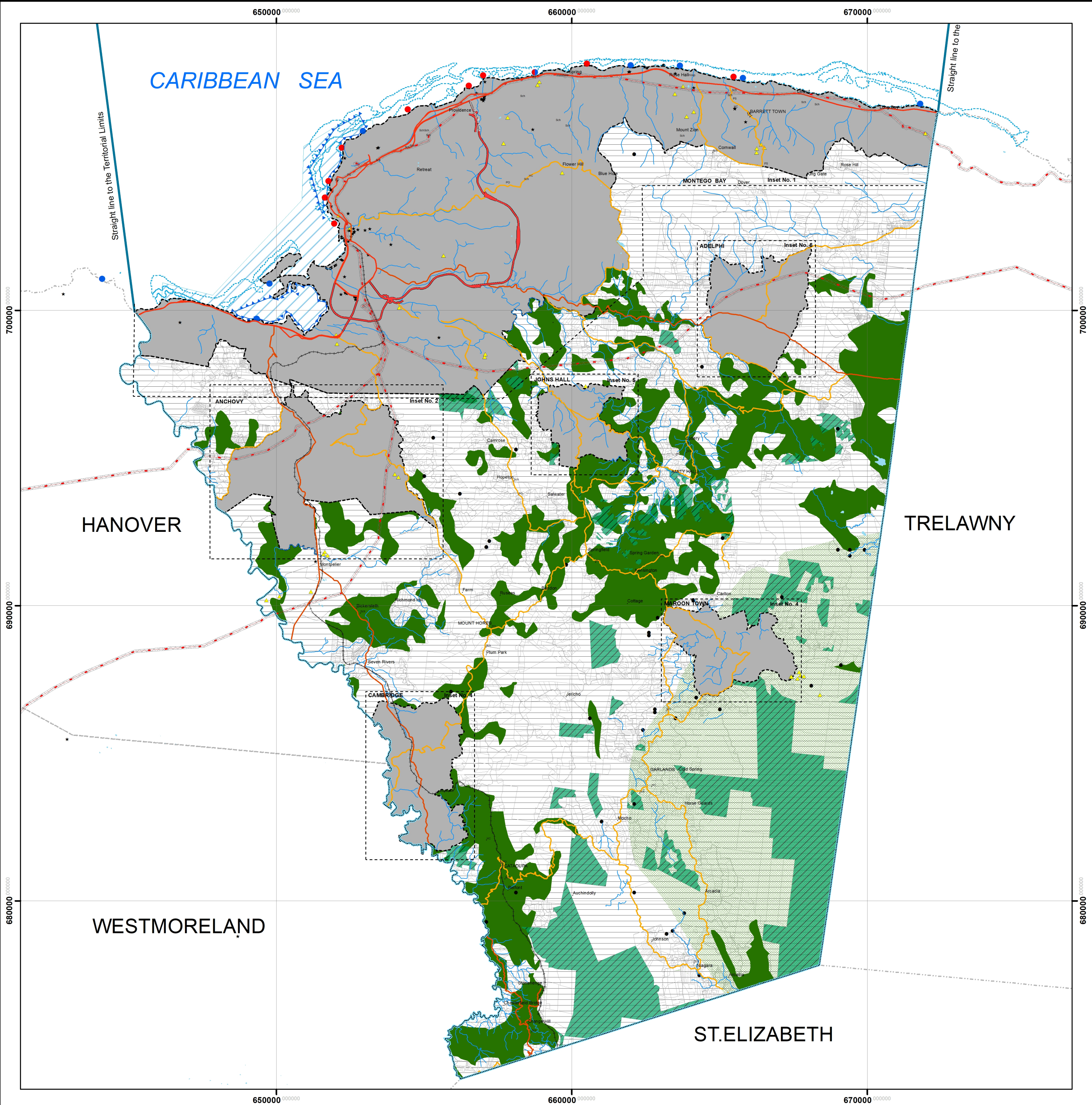
St. James Development Order Area Map –	Map 1
St. James Development Order Density Map	Map 2
The Greater Montego Bay Local Planning Area	Inset No.1
• Urban Core	Inset No.1.1
• Ironshore	Inset No. 1.2
Anchovy Local Planning Area	Inset No.2
Cambridge Local Planning Area -	Inset No.3
Maroon Town Local Planning Area	Inset No.4
Johns Hall Local Planning Area	Inset No.5
Adelphi Local Planning Area	Inset No.6

Dated at 10 Caledonia Avenue, Kingston 5, this 31st day of December, 2018.

DANVILLE WALKER, OJ, JP,
Chairman,
Town and Country Planning Authority.

ST. JAMES PARISH DEVELOPMENT ORDER

ORDER AREA MAP (Map 2)



LEGEND

- Proposed Montego Bay Leg Highway 2000
- Road Class A
- Road Class B
- Road Class C
- Railway
- River/Watercourse
- Reef
- JPS Transmission Line (High Voltage)
- Parish Boundary
- St. James Order Area Boundary
- Parcel Boundary
- Point of Interest
- Cave
- Historical Site/Building/Monument
- Bathing Beach
- Fishing Beach
- Bathing & Fishing Beach
- Pond/Waterbody
- JPS Transmission Line Buffer Zone
- Local Planning Area Boundary
- Forest Estate
- Agricultural land
- Fish Sanctuary
- Marine Park
- Proposed Cockpit Boundary
- Rural Development Area

Index to Policies

- The following refer to the Policies in the Text of the draft St. James Provisional Development Order and apply to the Development Order Area indicated on Map 1
- Transportation and Traffic
- Roads
 - Parking
 - Transportation Centre
 - Air and Sea
 - Housing
- Conservation of the Natural and Built Environment
- The Natural Environment
 - The Built Environment
 - Historical, Archaeological Sites and Building
- Rural Economy
- Urban Economy
 - Minerals
- Waste Treatment and Disposal
- Sewage
 - Recycling of Waste Water
 - Solid Waste Disposal
- Energy Generation and Conservation
- SP T1- SP T65
 - SP T1- SP T32
 - SP T 33- SP T53
 - SP T54- SP T61
 - SP T62- SP T65
 - SP H1- SP H31
 - SP C1- SP C71
 - SP C1- SP C39
 - SP C40- SP C59
 - SP C60- SP C71
 - SP RE1- SP RE16
 - SP UE1- SP UE29
 - SP M1- SP M11
 - SP WT1- SP WT25
 - SP WT 1- SP WT12
 - SP WT13- SP WT17
 - SP WT 18- SP WT25

- Energy Generation and Conservation
- SP E1- SP E15
 - SP T01- SPT018
 - SP TELE 1- SP TELE21
- Tourism and Leisure
- GD 1- GD98
 - GD 26- GD 88
 - GD 89 - GD 98
 - UC 1- CD8
 - UC1- UC32
 - DC1- DC10
 - CD1 - CD8
 - SP OWS1 - SP OWS8
- Telecommunications
- RAP1-RAP29
 - PFS1- PFS7
 - CA1-CA8
 - SP ED1- SPED6
- General Development Policies
- The Design of New Development
 - New Settlement
 - Coastal Policies
 - Undeveloped Coast
 - Developed Coast
 - General Coastal Development
 - Overwater Structures
 - Rural Area Policies
 - Petrol and Oil Filling Stations
 - Control of Advertisement
 - Educational Facilities

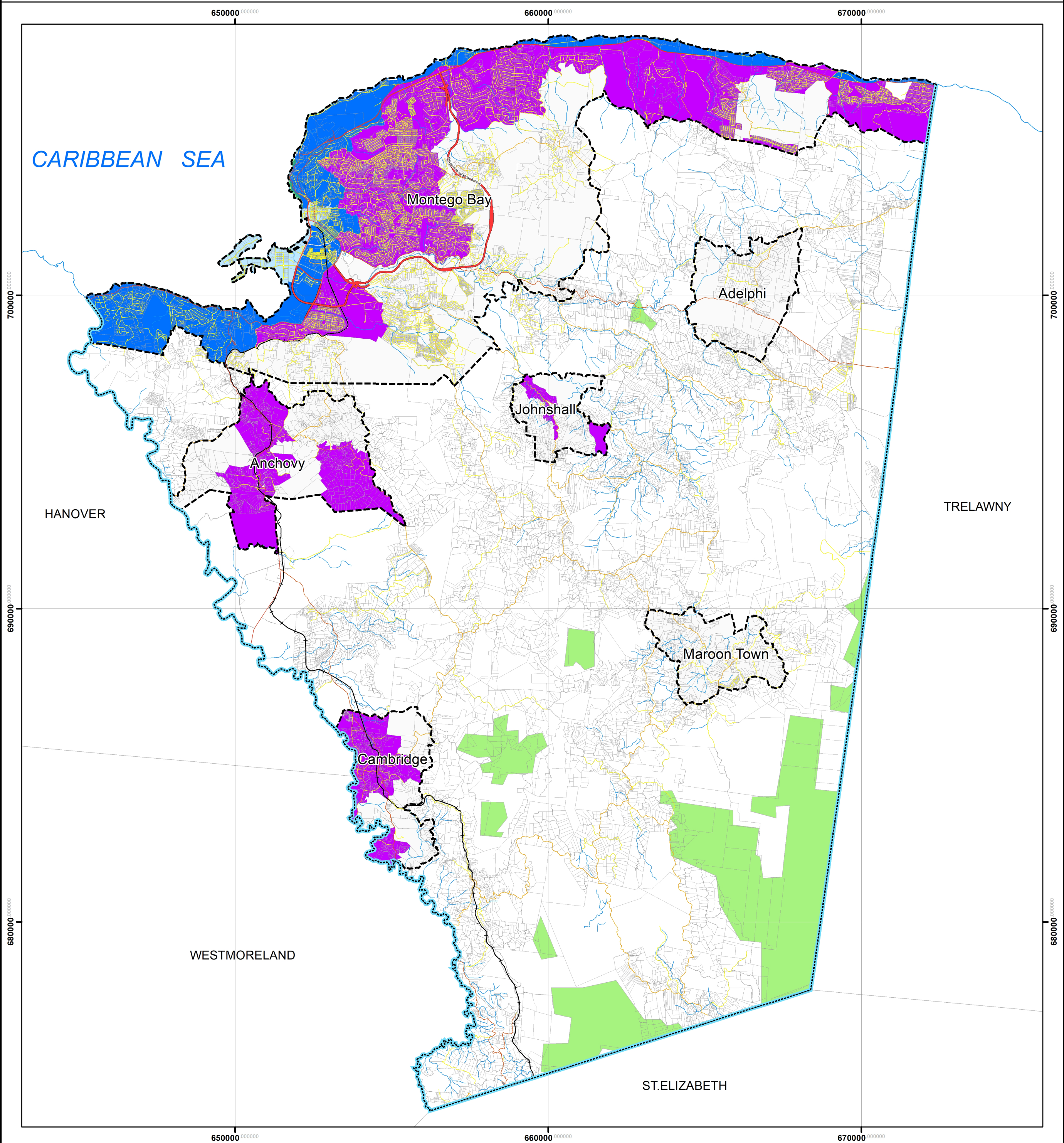
0 1.25 2.5 5 Kilometres
1:98,000

Prepared by: National Environment and Planning Agency
10 & 11 Caledonia Avenue, Kingston 5.
Prepared for: The Town and Country Planning Authority
December 2018



ST. JAMES PARISH DEVELOPMENT ORDER

DENSITY MAP (Map 2)



LEGEND

- Proposed Montego Bay Leg Highway 2000
- Road Class A
- Road Class B
- Road Class C
- Road Other
- Railway
- River/Watercourse
- Coastline
- LPA Boundary
- St. James Order Area Boundary
- Parcel Boundary
- Protected Areas

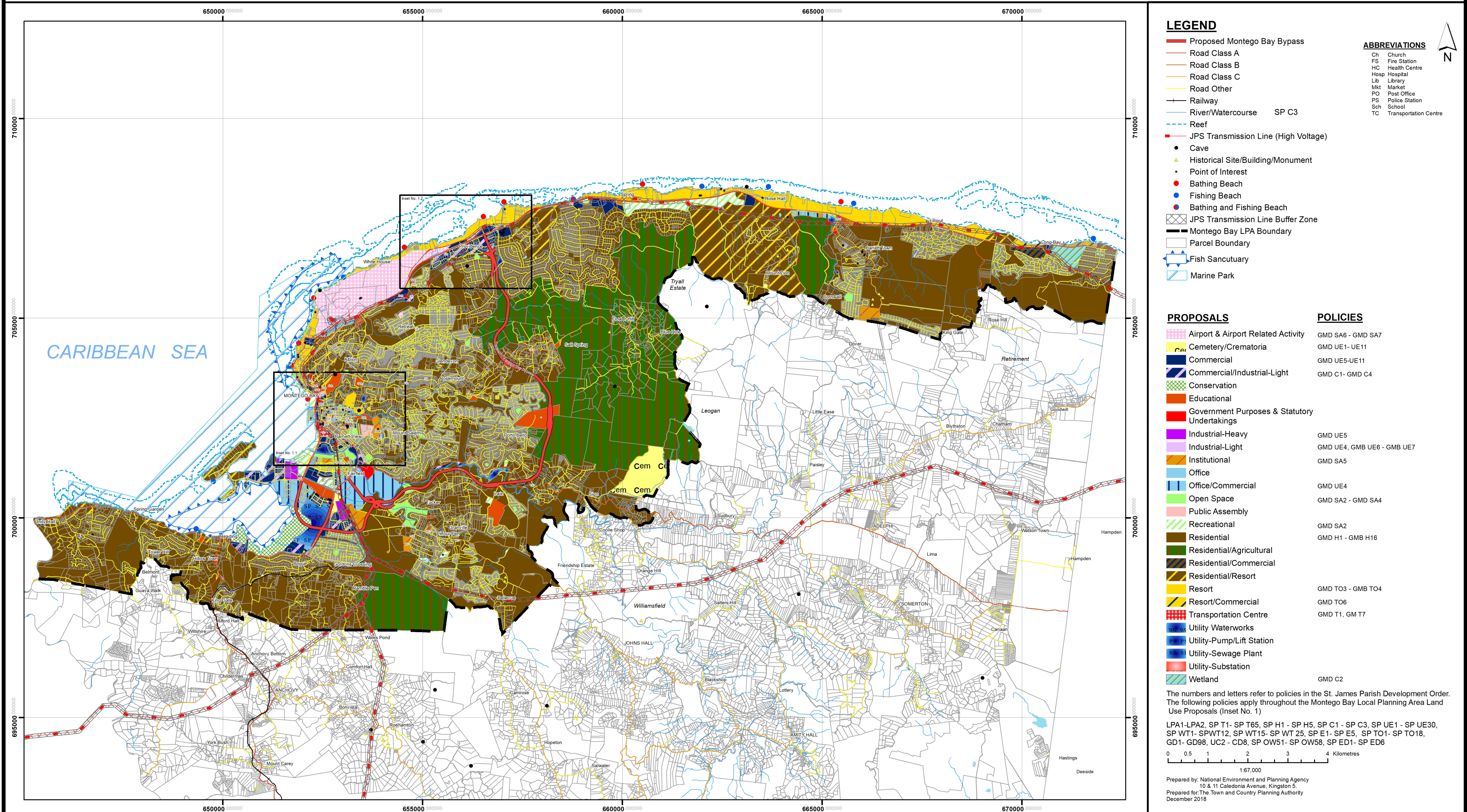
Density

- 375 Habitable Rooms Per Hectare (150 HRA)
- 250 Habitable Rooms Per Hectare (100 HRA)
- 125 Habitable Rooms Per Hectare (50 HRA)
- 75 Habitable Rooms Per Hectare (30 HRA)

In white areas the density should not normally exceed 75 Habitable Rooms per Hectare (30 hrpa) and may be varied by the Local Planning Authorities based on the characteristics of the land and the surrounding areas.

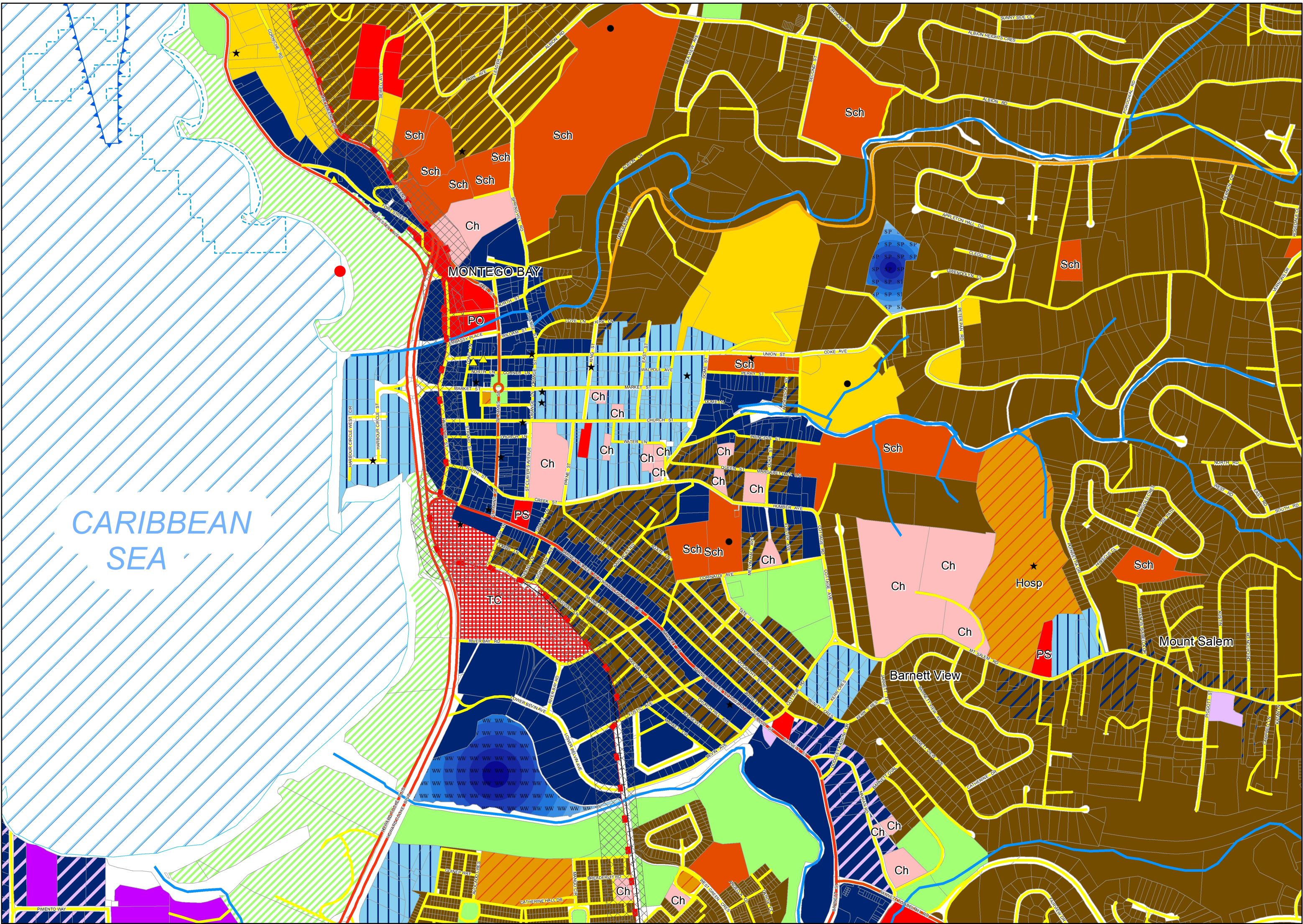
* Hrpa - Habitable Rooms per Acre
Hillside Policy guidelines are applicable in areas of steep slope

MONTEGO BAY LOCAL PLANNING AREA (Inset No. 1)



ST. JAMES PARISH DEVELOPMENT ORDER

MONTEGO BAY LOCAL PLANNING AREA (Inset No. 1.1)



LEGEND

- Road Class A
- Road Class B
- Road Class C
- Road Other
- Railway
- River/Watercourse SP C3
- JPS Transmission Line (High Voltage)
- Cave
- Point of Interest
- Historical Site/Building/Monument
- Bathing Beach
- JPS Transmission Line Buffer Zone
- Parcel Boundary
- Fish Sancutuary
- Marine Park

ABBREVIATIONS

- Ch Church
- Hosp Hospital
- PO Post Office
- PS Police Station
- Sch School
- TC Transportation Centre

PROPOSALS

- Commercial
- Commercial/Industrial-Light
- Educational
- Government Purposes & Statutory Undertakings
- Industrial-Heavy
- Industrial-Light
- Institutional
- Office/Commercial
- Open Space
- Public Assembly
- Recreational
- Residential
- Residential/Commercial
- Residential/Resort
- Resort
- Transportation Centre
- Utility Waterworks
- Utility-Sewage Plant

POLICIES

- GMD UE5-UE11
- GMD UE5
- GMD UE4, GMB UE6 - GMB UE7
- GMD SA5
- GMD UE4
- GMD SA2 - GMD SA4
- GMD SA2
- GMD H1 - GMB H16
- GMD TO3 - GMB TO4
- GMD T1, GM T7

The numbers and letters refer to policies in the St. James Parish Development Order. The following policies apply throughout the Montego Bay Local Planning Area Land Use Proposals (Inset No. 1.1)

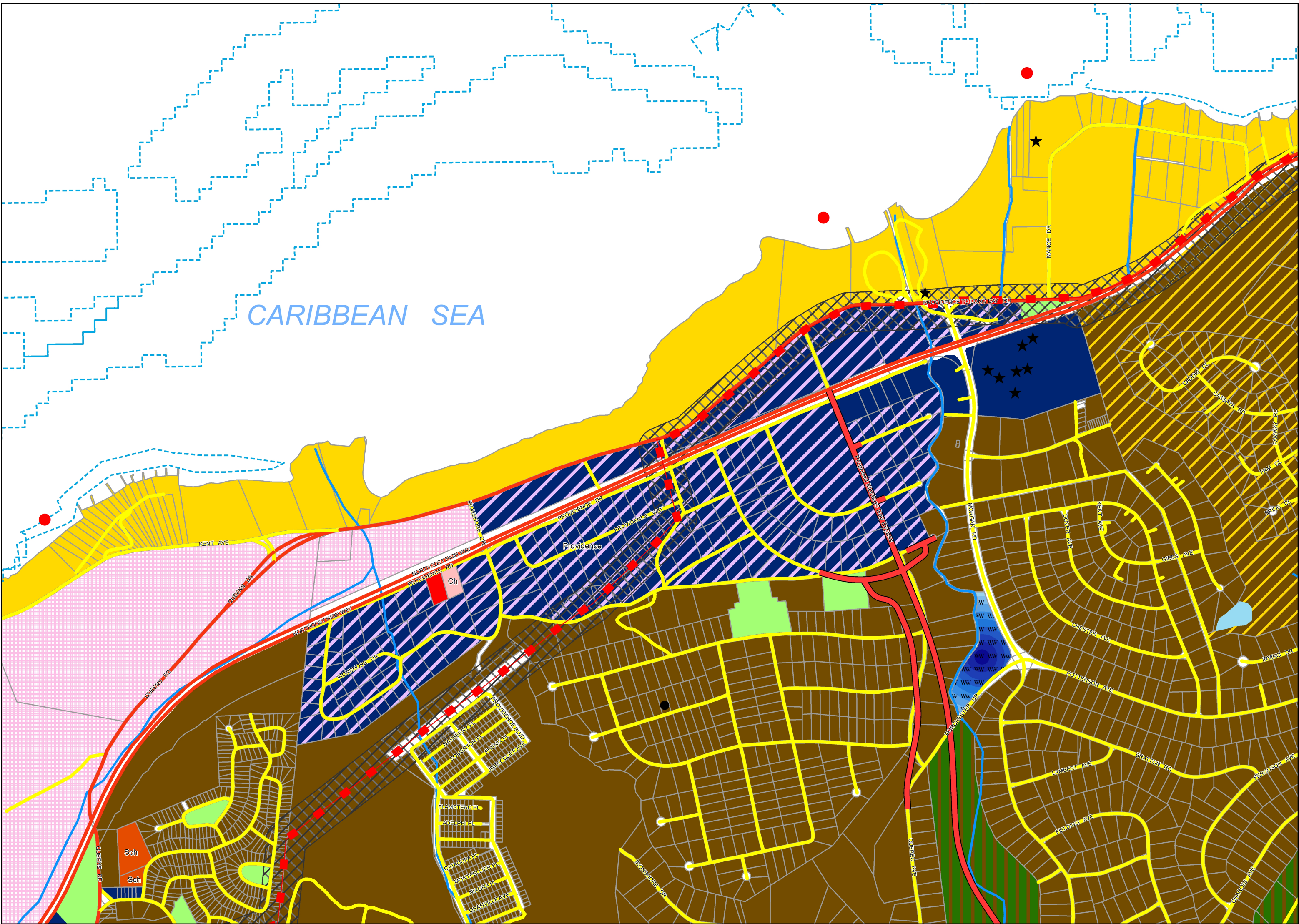
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0 0.5 1 2 3 4 Kilometres

1:8,000

ST. JAMES PARISH DEVELOPMENT ORDER

MONTEGO BAY LOCAL PLANNING AREA (Inset No. 1.2)



LEGEND

- Proposed Montego Bay Bypass
- Road Class A
- Road Other
- River/Watercourse
- Reef
- JPS Transmission Line (High Voltage)
- Cave
- Point of Interest
- Bathing Beach
- JPS Transmission Buffer Zone
- Parcel Boundary
- Pond/Waterbody

ABBREVIATIONS

- Ch Church
- Sch School

PROPOSALS

- Airport & Airport Related
- Commercial
- Commercial/Industrial-Light
- Educational
- Government Purposes & Statutory Undertakings
- Open Space
- Public Assembly
- Residential
- Residential/Agricultural
- Residential/Resort
- Resort
- Utility Waterworks

POLICIES

- GMD SA6 - GMD SA7
- GMD UE5- UE11
- GMD C1- GMD C4
- GMD H1 - GMD H16
- GMD T03 - GMD T04

The numbers and letters refer to policies in the St. James Parish Development Order. The following policies apply throughout the Montego Bay Local Planning Area Land Use Proposals (Inset No. 1.2)

LPA1-LPA2, SP T1- SP T65, SP H1 - SP H5, SP C1 - SP C3, SP UE1 - SP UE30, SP WT1- SPWT12, SP WT15- SP WT 25, SP E1- SP E5, SP TO1- SP TO18, GD1- GD98, UC2 - CD8, SP OW51- SP OW58, SP ED1- SP ED6

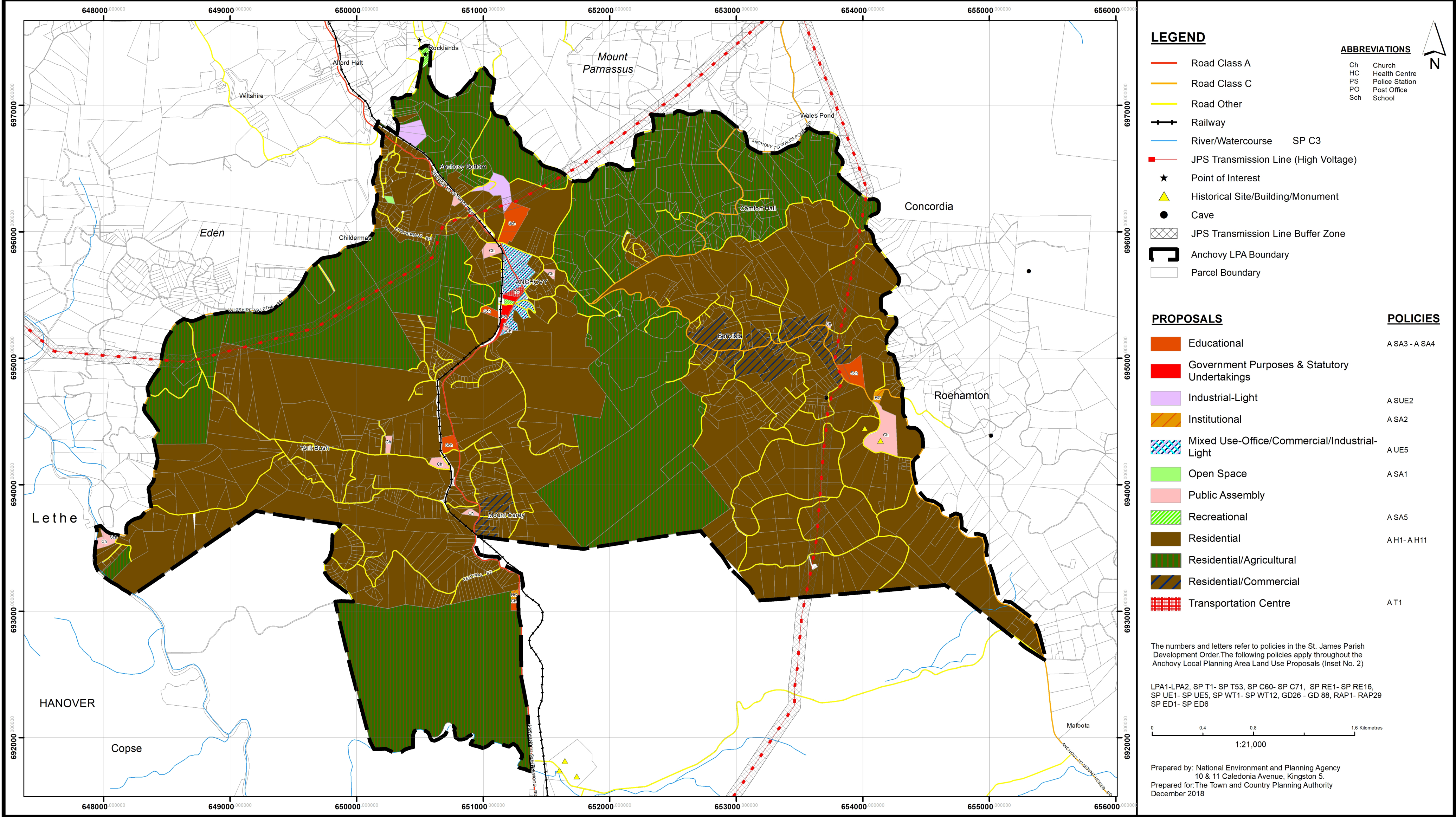
0 0.5 1 2 3 4 Kilometres

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Prepared by: National Environment and Planning Agency
10 & 11 Caledonia Avenue, Kingston 5.
Prepared for: The Town and Country Planning Authority
December 2018

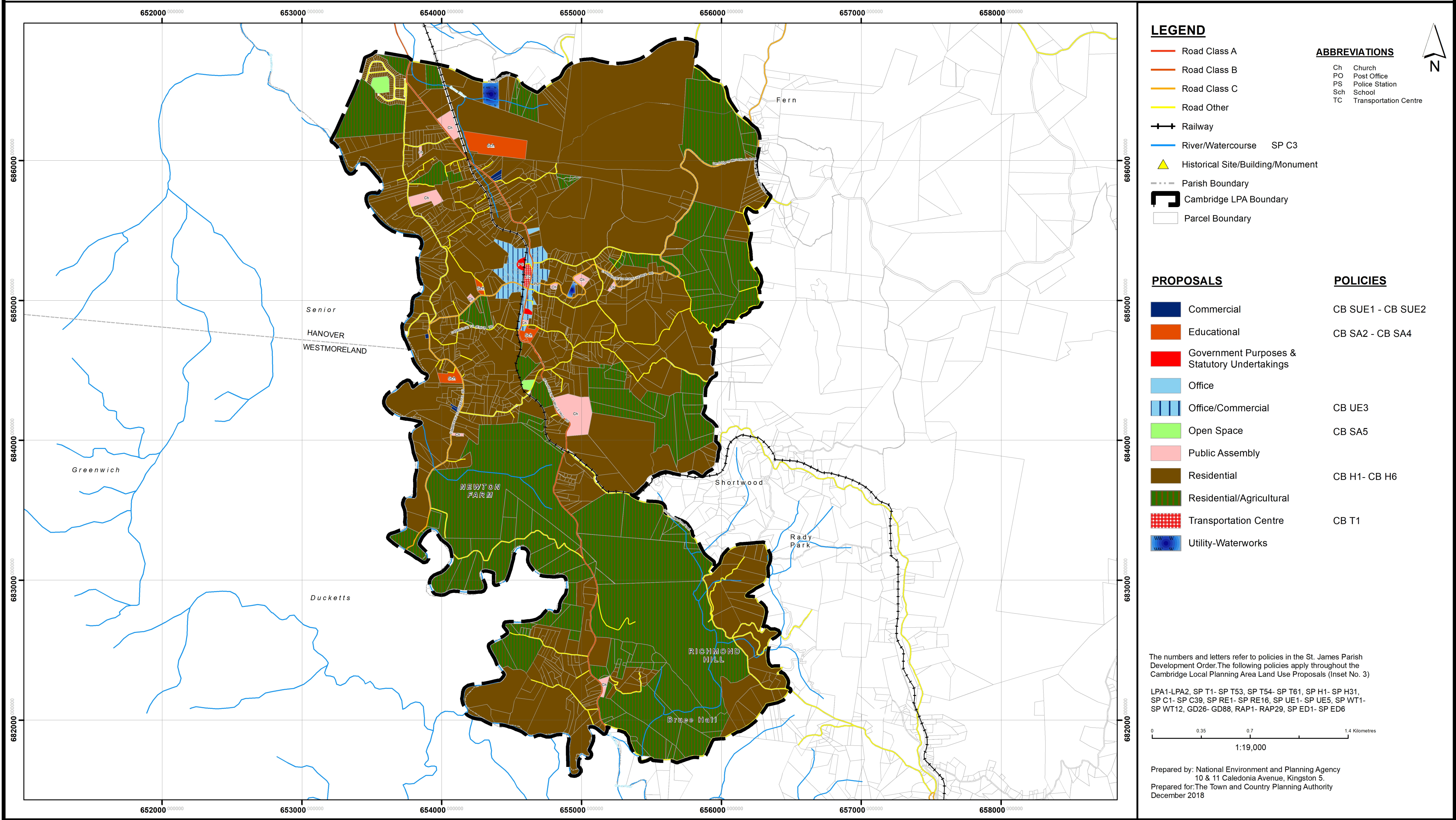
ST. JAMES PARISH DEVELOPMENT ORDER

ANCHOVY LOCAL PLANNING AREA LANDUSE PROPOSALS (Inset No. 2)



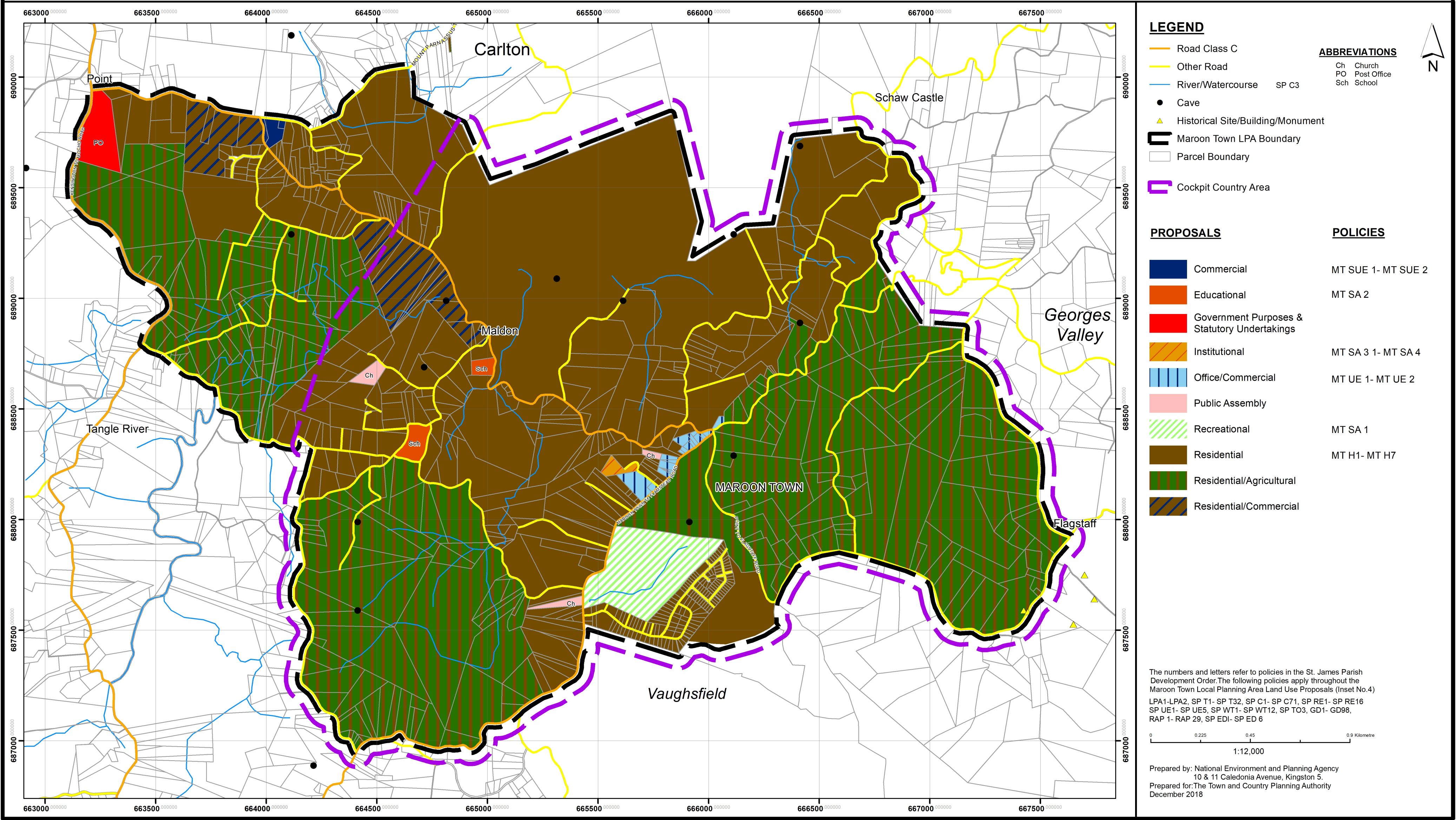
ST. JAMES PARISH DEVELOPMENT ORDER

CAMBRIDGE LOCAL PLANNING AREA LANDUSE PROPOSALS (Inset No. 3)



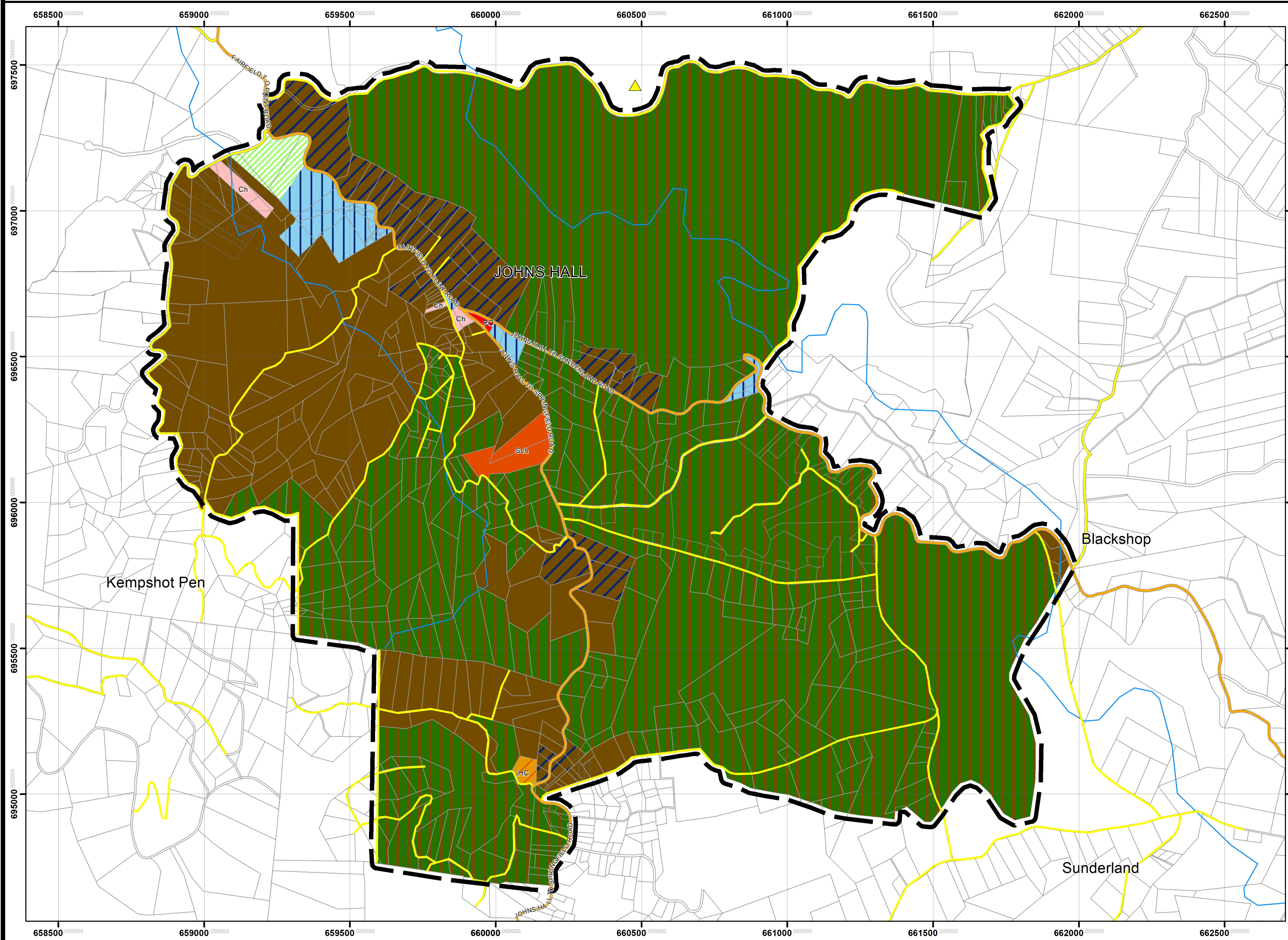
ST. JAMES PARISH DEVELOPMENT ORDER

MAROON TOWN LOCAL PLANNING AREA (Inset No. 4)



ST. JAMES PARISH DEVELOPMENT ORDER

JOHNS HALL LOCAL PLANNING AREA (Inset No. 5)



LEGEND

- Road Class C
- Road Other
- Historical Site/Building/Monument
- River/Watercourse
- Johns Hall LPA Boundary
- Parcel Boundary

ABBREVIATIONS

- Ch Church
- HC Health Centre
- PO Post Office
- Sch School



PROPOSALS

- Educational
- Government Purposes & Statutory Undertakings
- Institutional
- Office/Commercial
- Public Assembly
- Recreational
- Residential
- Residential/Agricultural
- Residential/Commercial

POLICIES

- JH SUE5- JH SUE7
- JH SA1
- JH UE1- JH UE3
- JH H5
- JH SA2- JH SA4
- JH H1- JH H8

The numbers and letters refer to policies in the St. James Parish Development Order. The following policies apply throughout the Johns Hall Local Planning Area Land Use Proposals (Inset No. 5)

LPA1-LPA2, SP T1- SP T32, SP C1- SP C39, SP RE1- SP RE16, SP UE1- SP WT1, SP WT12, GD26-GD88, RAP1- RAP29, SP ED1- SP ED6

0 0.2 0.4 0.8 Kilometre

1:10,500

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December 2018

ST. JAMES PARISH DEVELOPMENT ORDER

ADELPHI LOCAL PLANNING AREA (Inset No. 6)

