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THE
JAMAICA GAZETTE
SUPPLEMENT

PROCLAMATIONS, RULES AND REGULATIONS

564G¹

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FRIDAY, MAY 18, 2018

No. 45A¹

No. 45A¹

THE TOWN AND COUNTRY PLANNING ACT

THE TOWN AND COUNTRY PLANNING (SAINT THOMAS 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 Thomas Municipal Corporation.

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

Citation

Citation

1. This Order may be cited as the Town and Country Planning (St. Thomas) Provisional Development Order, 2018.

Interpretation

- | | |
|--------------------------------|--|
| Interpretation. | <p>2. In this Order—</p> <p>“the Act” means the Town and Country Planning Act;</p> <p>“the Authority” has the meaning assigned to it by section 2 of the Act;</p> <p>“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;</p> <p>“broadcasting” has the meaning assigned to it by the <i>Telecommunications Act</i> and the <i>Broadcasting and Radio Re-Diffusion Act</i>;</p> <p>“building” in relation to outline permission, does not include plant or machinery or a structure or erection of the nature of plant or machinery;</p> <p>“conservation areas” means an area of special architecture or environmental interest, the character or appearance of which it is desirable to preserve or enhance and within which are specific controls over development and the felling of trees;</p> <p>“development” has the meaning assigned to it by section 5 of the Act and “develop” shall be construed accordingly;</p> |
| Part I.
First
Schedule. | <p>“development order area” means the area specified in Part 1 of the First Schedule;</p> <p>“erection” in relation to buildings includes extension, alteration and re-erection;</p> <p>“filling station” means land, building or equipment used for the sale or dispensing of petrol or oil for motor vehicles or used incidental to the sale or dispensing of petrol or oil for motor vehicles, and where any part of the land, building or equipment is used for another purpose, shall include the whole, whether or not the use as a filling station is the predominant use of the land or building;</p> <p>“landscaping” means the treatment of land (other than buildings) being the site or part of the site in respect of which an outline planning permission is granted for the purpose of enhancing or protecting the amenities of the site and the area in which it is situated and includes screening by fence, walls or other means, the planting of trees hedges, shrubs, or grass, the formation of banks, terraces or other earth works, and the laying out of gardens or courts and the provision of other amenity features;</p> <p>“local authority” has the meaning assigned to it by section 2 of the Act;</p> |
| Part II.
First
Schedule. | <p>“local planning areas” means the areas specified in Part II of the First Schedule;</p> |

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- “local planning authority”, has the meaning assigned to it by section 2 of the Act;
- “macrocell” means a base station that provides the largest area of signal transmission coverage and capacity within a mobile network;
- “mast” means ground-based or roof-top structure that supports antennae at a height where they can satisfactorily transmit and receive radio waves;
- “microcell” means base station that provides additional signal transmission coverage and capacity to macrocells;
- “Minister” has the meaning assigned by section 2 of the Act;
- “mobile network” has the meaning assigned to it by the *Telecommunications Act*;
- “national monument” has the meaning assigned to it by the *Jamaica National Heritage Trust Act*;
- “national parks” has the meaning assigned to it by the *Jamaica National Heritage Trust Act*;
- “operators” mean those who own or operate a telecommunication or broadcast mast or tower, base station, macrocell, microcell and or picocell;
- “outline planning permission” means planning permission for the erection of a building which is applied for by the applicant directly and is granted subject to the subsequent approval of reserved matters submitted by the applicant to the local planning authority;
- “permitted development” has the meaning assigned to it by paragraph 7;
- “permitted use class” has the meaning assigned to it by paragraph 5;
- “picocell” means a base station, usually located within existing buildings, which provides more localized signal transmission coverage than a microcell;
- “planning authority” means local planning authority as defined by section 2 of the Act, and includes the Authority in any case where an application is referred to the Authority pursuant to the provisions of section 12 of the Act;
- “planning decision” means a decision made on an application for permission to develop land under Part III of the Act;
- “planning permission” has the meaning assigned to it by section 2 of the Act;
- “preservation scheme” has the meaning assigned to it by the *Jamaica National Heritage Trust Act*;
- “protected national heritage” has the meaning assigned to it by the *Jamaica National Heritage Trust Act*;

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

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

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

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

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

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

General Regulations

Application of Order.

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

Designation of Saint Thomas Development Order Area.

4. The parish of Saint Thomas is designated as a Development Order Area for the purposes of the Act with the description of its boundaries specified in the First Schedule along with the local planning area for the purpose of this Order.

First Schedule.

Use classes. Second. Schedule.

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

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

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

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

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

Applications
for planning
permission.

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

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

Permitted
Develop-
ment.

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

Third Schedule.	<p>(2) Nothing in this paragraph or in the Third Schedule shall operate so as to permit—</p> <ul style="list-style-type: none"> (a) any development contrary to any condition imposed in a permission granted under Part III of the Act; (b) any development in relation to any national monument and protected national heritage; (c) any development within a preservation scheme; (d) any development in any area designated as a national park or protected area under section 5 of the <i>Natural Resources Conservation Authority Act</i>; or (e) development in any area designated as a quarry zone under the <i>Quarries Control Act</i>.
Grant or refusal of planning permission. Form A. Fourth Schedule.	<p>8.—(1) Upon receiving an application for planning permission, the local planning authority shall send to the applicant an acknowledgement of receipt of the application in writing in the form set out as Form A in the Fourth Schedule.</p> <p>(2) The local planning authority may, upon considering the application for planning permission—</p> <ul style="list-style-type: none"> (a) grant planning permission; (b) grant planning permission subject to conditions; (c) refuse to grant planning permission.
Prohibition of develop- ment.	<p>9.—(1) Subject to sub-paragraph (2) of this paragraph no development of land within the area to which this Order applies, shall take place, except in accordance with this Order.</p> <p>(2) The local planning authority may subject 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.</p>
Outline planning permission.	<p>10.—(1) Where an applicant so desires, an application for outline planning permission may be made for permission to erect a building.</p> <p>(2) Upon receiving an application for planning permission, the local planning authority shall send to the applicant an acknowledgement of receipt of the application in writing in the form set out as Form A in the Fourth Schedule.</p>
Form A. Fourth Schedule.	<p>(3) The local planning authority shall, upon considering an application for outline planning permission either—</p> <ul style="list-style-type: none"> (a) grant permission subject to a condition specifying reserved matters that require approval of the local planning authority or the Authority; or

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

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

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

Application to approve reserved matters.

11. Where a person has been granted outline planning permission, the person may apply for the approval of reserved matters and the application 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;
- (d) be made within three years of the permission, except where the planning authority indicates a lesser period.

Applications for determinations under section 14 of Act.

12.—(1) An application to the local planning authority for a determination under section 14 of the Act shall be in writing, and shall contain a description of the operations or change of use proposed and of the land to which the proposal relates.

Form A. Fourth Schedule.

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

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

Notification of decision or determination.

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

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

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

Form B. Fourth Schedule.

Requiring additional information.

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

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

(2) An applicant who, without reasonable cause, fails to supply any additional information required under sub-paragraph 1(a) within 30 days of the date of receipt of the notice requiring the information or such longer period as the local planning authority may think adequate in the circumstances shall be deemed to have withdrawn the application and shall be advised accordingly.

Directions
restricting
the grant of
planning
permission.

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

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

Consultation
by local
planning
authority.

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

- (a) with a neighbouring local planning authority, where it appears to the local planning authority that the development is likely to affect land in the area of that neighbouring local planning authority; or
- (b) with the Chief Technical Director where it appears to the local planning authority that the development involves—
 - (i) land adjacent to a main road or land reserved for future main road improvement;
 - (ii) any engineering or other works in connection with the formation, laying out, grading or drainage of any access road;
 - (iii) any works which may affect water drainage inside or outside the land to which the application relates, particularly any works affecting or likely to affect any natural water course; or
 - (iv) such significant increase in traffic that the town planning and traffic engineering consideration cannot be considered in isolation from the detailed engineering implications of any such development;
- (c) with the 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) with the Jamaica National Heritage Trust where the land to be developed is situated within 91 meters of a national monument or protected national heritage and land within a preservation scheme or to 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

Appendix 3.
Fifth
Schedule.

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- areas, in or adjacent to conservation areas or national parks, or near rivers, streams or other water bodies;
- (ii) the development is subject to an environmental statement or environmental impact assessment;
 - (iii) the carrying out of building or other operations or the use of land for the purpose of refining or storing mineral oils and their derivatives; or
 - (iv) in carrying out of building or other operations or the use of land for the retention or disposal of sewage, trade waste or sludge;
- (f) with the Ministry responsible for Health and Environmental control where the development consists of or includes—
- (i) the carrying out of works or operations in the bed or on the banks of rivers, streams or other body of water or
 - (ii) the carrying out of building or other operations or the use of land for the purpose of refining or storing mineral oils and their derivatives; or
 - (iii) the carrying out of building or other operations or the use of land for the retention or disposal of sewage, trade waste or sludge;
 - (iv) the carrying out of works in relation to f(iii), that the effluent discharge into the appropriate conduit to ensure free and continuous flow at all time;
 - (v) the carrying out of works in areas where the land is contaminated by hazardous or other material or close to waste disposal sites that may be harmful and/or pose a risk to health;
 - (vi) the carrying out of works for the siting or expansion of food handling establishment including hotels to ensure conformity to established standards;
 - (vii) the carrying out of development of recreational water facilities or abstraction of raw water for processing for human consumption;
 - (viii) the carrying out of works for the siting or expansion of institutions including medical facilities and infirmaries to ensure conformity with infection control standards.

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

Applications referred to the Authority.

17.—(1) On referring any application to the Authority under section 12 of the Act, pursuant to a direction in that behalf, the local planning authority, shall serve on the applicant notice of the terms of the direction and of any reason given by the Authority for issuing the direction.

(2) The notice under sub-paragraph (1) shall—

- (a) inform the applicant that the application has been referred to the Authority; and
- (b) contain a statement that the Authority will, if the applicant so desires, afford to the applicant an opportunity of appearing before and being heard by a person appointed by the Authority for the purpose.

Appeals.

18.—(1) Subject to the provisions of this Order, any person who desires to appeal—

- (a) against a decision of the local planning authority or the Authority as the case may be for—
 - (i) refusing planning permission; or
 - (ii) granting planning permission subject to conditions;
- (b) against a determination of the local planning authority under section 14 of the Act; or
- (c) on the failure of the local planning authority or the Authority or as the case may be, to give notice of their decision or determination;
- (d) against the refusal of the planning authority to approve details which were reserved when an outline permission was given or against their decision approving the details subject to conditions shall give notice of appeal to the Minister copying that notice to the local planning authority, or the Authority, as the case may be—
 - (i) within one month of the receipt of notice of decision or determination; or
 - (ii) within one month of the expiry of the period specified in paragraph 13(1) of this Order, or such longer period as the Minister may, at any time, allow.

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

- (a) the application made to the local planning authority;
- (b) all relevant plans, drawings and particulars submitted to them;
- (c) the notice of the decision or determination, if any;

(d) all other relevant correspondence with the local planning authority.

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

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

Register of
Applications.

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

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

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

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

Information
on applica-
tions to be
given to
Minister.

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

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- Directions, consents and notices. 21.—(1) Any power conferred by this Order to give a direction or consent shall be construed as including power to cancel or vary the directions by a subsequent direction, or as the case may be, to revoke or modify the consent.
- (2) Any notice or other document to be served or given under this Order may be served or given in the manner prescribed by section 30 of the Act.
- Control of subdivided land. 22.—(1) Where any person proposes to subdivide land within the area to which this Order applies into allotments for the purpose of development or for sale a Scheme Plan showing the proposed subdivision shall be prepared and submitted in accordance with the provisions of Appendix 13 of this Order to the local planning authority for approval.
- (2) The base date for the computation of valuations in relation to assessing compensation in respect of this Order shall be the date one year prior to the coming into operation of this Order.
- Matters to be dealt with the development orders. Fifth Schedule. 23. The matters to be dealt with by development orders in the development order area in general and in the local planning areas in particular, shall be as set out in the Fifth Schedule.
- Revocation. 24. Subject to paragraph 26, the Town and Country Planning (St. Thomas Coast) Confirmed Development Order, 1965, and the Town and Country Planning Petrol Filling Station—(St. Thomas Parish) Development Order, 1964, are revoked.
- Savings. 25. Notwithstanding the revocation of the Orders referred to in paragraph 24 any permission granted pursuant to those Orders which had effect immediately before the coming into operation of this Order, shall until the permission is revoked, continue to have effect as if granted pursuant to this Order.

FIRST SCHEDULE (Paragraphs 2 and 4)

PART I.

DESCRIPTION OF BOUNDARIES

St. Thomas Parish Development Order Area

Starting at the centre line of the mouth of the Bull Bay River; thence generally north-easterly, generally northerly, generally easterly, generally north-westerly, north-easterly, generally north westerly and generally northerly along the boundary between the Parishes of Saint Andrew and Saint Thomas to the common corner of the Parishes of Portland, Saint Andrew and Saint Thomas; thence generally south-easterly along the boundary between the Parishes of Portland and Saint Thomas to the centre line of the mouth of the Hectors River; thence generally south-easterly, generally southerly, generally south-westerly, generally northerly, generally south-westerly, generally westerly and generally north-westerly along the sea coast to Port Morant; thence south-westerly to Prospect; thence in a westerly direction along the coast to Yallahs; thence in a westerly direction 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 SAINT THOMAS

Morant Bay Local Planning Area

Starting from the point where a property road meets the Kingston/Morant Bay main road opposite to the Danvers Pen-Belvedere Secondary Road; south-easterly and along this property road to the sea coast; easterly and along the sea coast to Mr. Michael Haike's property boundary at Retreat/Prospect boundary; northerly along this boundary to the intersection of the Morant Bay/Port Morant main road and Oxford Road; northerly and along Oxford Road to Johns Town Road; south-westerly along Johns Town Road to a reserve Road; north-westerly along this Reserve Road to Top Hill Road; northerly along Top Hill Road to a track (formerly a land settlement road); north-westerly along this track to where it meets Pipe Road; north-westerly and along Pipe Road to Needham Pen P.C.R.; south-westerly and along Needham Pen P.C.R. to an estate road; southwesterly along this estate road to where it meets Nutts River; north-westerly along Nutts River to a point where a straight line drawn south-westerly to the No.1 mile post on Stanton Road; southerly along Stanton Road for a short distance; then northwesterly in a straight line to northern boundary of House Scheme; westerly along this boundary to where it meets Seaforth/Morant Bay secondary road; north-westerly along this road to the road leading to Downie's Sand Quarry; south-westerly along this road to Morant River; south-easterly along this river to northern boundary of the pump house; westerly along this boundary and along the northern boundary of the Tyre Factory to a property road; westerly along this property road to Venus Spring;

FIRST SCHEDULE, *contd.*

southerly and along this spring to where it crosses the Kingston/Morant Bay main road; westerly along this road to the starting point.

Yallahs Local Planning Area

Starting from the point where the western boundary of the property registered at Volume 609 and Folio 29 meets the Kingston/Morant Bay main road; north-easterly, easterly and south-easterly along this property to a stream; north-easterly along this stream to where it meets a P.C.R.; northerly, north-easterly and south-easterly along this P.C.R to where it meets the Albion to Easington secondary road; northerly along the Albion to Easington secondary road to a point east of a dam; easterly in a straight line from this point to the Yallahs River; south-westerly along Yallahs River to the northern boundary of the Heartease playfield; easterly in a straight line to meet the Easington to Yallahs secondary road; north-easterly along the Easington to Yallahs secondary road to where it meets Miami Lane; south-easterly along Miami Lane to the northern boundary of Eulalee Smart's premises; easterly along this boundary to its end; north-easterly from this point in a straight line to the boundary between Keith Dick's and George Dorman's premises; easterly along this boundary to the Logwood P.C.R.; southerly along the Logwood P.C.R. to where it meets the Yallahs to Lloyds secondary road at a water tank beside Stump's premises; southerly and along this secondary road to the northern boundary of Enid Taylor's premises; north-easterly along this boundary to its end; south-easterly from this point in a straight line across the hill to the northern boundary of Mr. Biggs' land; south-easterly along this boundary to the Newland Road; south-westerly along the Newland Road for a short distance to the point where it crosses the JPS Co. power line; easterly and along the power line and across the hills to a track north of White Road; south-westerly and along this track for a short distance to where it meets White Road; south-easterly and southerly along White Road to where it meets the Kingston/Morant Bay Main Road; south-westerly and north-westerly along the Kingston/Morant Bay Main Road to where it meets this peninsula that divides the Salt Ponds (Yallahs Ponds) at mile post No. 22; south-westerly along this peninsula to the seacoast; westerly and along the seacoast to the where it meets the western boundary of the property registered at Volume 1053 and Folio 380; north-westerly and along this property boundary to where it meets the Kingston/Morant Bay Main Road; easterly along the Kingston/Morant Bay Main Road back to the starting point.

Seaforth Local Planning Area

Starting from the point where Bossody Road (also known as the Copra Factory Road) meets the Morant Bay-Seaforth Secondary Road; north-westerly and along this Secondary Road to where it meets Bernard's Basic School Lane; south-westerly and along this lane passing the Bernard's Basic School to the Morant River; north-westerly along Morant River to its confluence with a tributary of the Morant River; north-easterly along this tributary to where it meets the Love Hall

FIRST SCHEDULE, *contd.*

Lane; north-easterly and northerly along the Love Hall Lane north-easterly and northerly along Love Hall Lane to where it meets the Top Hill Bridle Road; northerly and along the Top Hill Bridle Road to where it meets the Seaforth-Whitehall Secondary Road; southerly along this Secondary Road to where it meet the Soho-Whitehall Secondary Road; southerly and along this road to the Soho Pen Bridle Road (track); south-easterly and along this Bridle Road (track) to where it meets the Seaforth-Morant Bay Secondary Road; southerly and along this bridle road (track) to where it meets the Seaforth-Morant Bay secondary road; south-easterly and along this Secondary Road to where it meets York Hill Road; north-easterly along York Hill Road to where it meets a land parcel (Valuation Number 21502015007); southerly along this boundary to meet Passion Gully; southerly and along Passion Gully to meet Bossody Road; southerly along Bossody Road to the starting point.

Bath Local Planning Area

Starting from the point where Bath/Hordley secondary road meets the Rhine property land parcel (Valuation Number 19705030002) southerly along this property boundary to where it meets the Plantain Garden River; north-westerly along this river to where it meets a track; northerly and along this track to where it meets a road; northerly and along this road to where it meets the Hayfield P.C.R. and a gully; north-easterly along this gully to Island River; south-easterly and along this river to where I meets Gordon Spring; northeasterly along this stream for a short distance to where it crosses New Road; northwesterly along New Road for a short distance to where it meets Cruton Road; north-westerly and along Cruton Road (partially a track) to where it meets Beacon Hill Road; south-easterly and along Beacon Hill Road to where it meets a track; north-westerly in a straight line to land parcel (Valuation Number 19705032024) thence easterly along its northern boundary in a straight line to meet Mansfield Road; thence south-easterly in a straight line back to the starting point.

Golden Grove/Duckenfield/Dalvey Local Planning Area

Starting from the point where the Port Morant—Golden Grove Main Road intersects with the Stokesfield—Pleasant Hill Secondary Road; north-easterly and along this Secondary Road for a short distance to a land parcel (Valuation Number 21704016002); north-easterly in a straight line from its northern boundary to meet a tributary; north-easterly and along this tributary to where it meet the Port Morant—Golden Grove Main Road; thence along a waterway just north of this road to where it meets the tributary of the Negro River; easterly along this tributary to where it meets the Golden Grove—Hectors River Main Road; northerly along this road to land parcel (Valuation Number 21703001029); south-easterly along the eastern boundary of this land parcel to its end; westerly to the Golden Grove Road; westerly along the southern boundary of the Golden Grove Primary School to its end; south-westerly in a straight line to meet the Golden Grove—Hampton Court

FIRST SCHEDULE, *contd.*

Secondary Road; southerly along the Golden Grove—Hampton Court Secondary Road to where it meets the Cocorocoe Gully; easterly and along the Cocorocoe Gully across Duckenfield Road to where it meets a gully along the eastern boundary of Golden Grove Sugar Estate; south-westerly along this gully to the intersection of Property Road and another road; southeasterly and southerly along this road to where it meets Peacock Hill Road; southerly along Scully Road for a short distance to where it meets land parcel boundary (Valuation Number 21706006042); easterly along the northern boundary of this parcel to its end; southerly in a straight line to where it meets a road; southerly and along the western boundary of land parcel (Valuation Number 21703001033); westerly and along the northern boundary of land parcel (Valuation Number 21706008001); northerly and westerly along the northern boundary of land parcel (Valuation Number 21705021007) to meet the Rocky Point P.C.R.; south-westerly and along Rocky Point P.C.R. to meet Cheswick Housing Scheme Road; northerly along Cheswick Housing Scheme Road to meet Brownman Hill; westerly and along the northern boundary land parcel (Valuation Number 21705021007) to meet the western boundary of land parcel (Valuation Number 21705024097); northerly in a straight line to meet Hill Sixty Road; north-westerly along Hill Sixty Road to meet Airy Mount Secondary Road; westerly along the Airy Mount Secondary Road to the land parcel (Valuation Number 21705007001); northerly along the western boundary for this parcel to its end; northerly in a straight line to meet the Hospital Road; easterly along the Hospital Road to the western boundary of the Isaac Barrant Health Centre; northerly along the western boundary of the Health Centre to its end; north-westerly in a straight line to meet the western boundary of the St. Thomas Technical High School; northerly along the school's western boundary to its end; easterly along the northern boundary of the school to the Golden Grove—Hampton Court Secondary Road; northerly along the Golden Grove—Hampton Court Secondary Road to where it meets the J.S.E. Property Road; westerly and along the J.S.E. Property Road to approximately 100m from Port Morant—Golden Grove Main Road; westerly in a straight line to the eastern boundary of the Stokes Hall Housing Scheme; southerly, westerly and northerly along the boundaries of the Stokes Hall Housing Scheme to the Port Morant—Golden Grove Main Road; westerly and along Port Morant—Golden Grove Main Road back to the starting point.

Port Morant Local Planning Area

Starting from the point where the Morant Bay—Golden Grove Main Road meets the Porter Hill Road; southwesterly and along the Morant Bay—Golden Grove Main Road to meet the Morant Bay—Port Morant Main Road; westerly and along the Morant Bay—Port Morant Main Road to where it meets the Leith Hall Track; northerly and along this track to where it meets the Bath—Port Morant Secondary Road; northerly and along this Secondary Road to where it meets the Harbour Head Road; north-easterly in a straight line to meet the Ginger River; south-easterly and along this river to where it crosses the Porter Hill Road; south-easterly and along this road to the starting point.

FIRST SCHEDULE, *contd.**Trinity Ville Local Planning Area*

Starting from the Robert Lightbourne High School located on the Trinity Ville—Seaforth Secondary Road; then westerly and along its southern boundary to its end; thence southerly in a straight line to meet Georgia Road; northwesterly along Georgia Road to where it meets a track(road) which is known as the Georgia Bypass Road; northwesterly along this road to the Cock Gut River at the foot bridge; northwesterly and along Cock Gut River to Wakefield—Trinity Ville Road (track); southerly, north-westerly and north along Wakefield Road (track) to where it meets the Mount Vernon—Trinity Ville Secondary Road; easterly and along this secondary road to where it meets the Cedar Valley—Trinity Ville Secondary Road at White River Bridge; northerly along the Cedar Valley—Trinity Ville Secondary Road to where it meets the Serge Island Hill Road at the Trinity Ville Primary School; south-westerly and along the Serge Island Hill Road to where it meets Hill Gate Road (track); northeasterly, north-westerly and along Hill Gate Road (track) to where it meets the Cedar Valley—Trinity Ville Secondary Road; north-westerly along this secondary road to where it crosses the Banana River (a tributary of the Negro River); easterly along this river to the Negro River; northerly and north-easterly along the Negro River to where it crosses the Old Mount Lebanon Road (partially a track) in New Monklands; south-easterly along the Old Mount Lebanon Road passing the New Testament Church to where it crosses the Negro River; easterly and along this river to a land parcel (Valuation Number 19505001002); southerly in a straight line to meet the Trinity Ville—Seaforth Secondary Road; south-easterly along this secondary road to the starting point.

Cedar Valley Local Planning Area

Starting from the point where the Llandewey-Cedar Valley Secondary Road meets Richmond Road near the Baptist Church in Richmond Vale; north-westerly in a straight line to where it meets the Ness Castle-Bethel Gap Road; north-easterly in a straight line to where it meets the Moy Hall Coffee Factory land parcel boundary (Valuation Number 1706001003); easterly along the northern boundary of Moy Hall Coffee Factory to its end; southerly in a straight line to where it meets Grove Road; thence one lot deep on the eastern side of Grove Road to where it meets a track at Old Monklands; southerly and along this track to where it meets the Cedar Valley—Trinity Ville Secondary Road; southerly along this Cedar Valley—Trinity Ville Secondary Road to where it meets the Jack Wardy Track; south-westerly along this track to where it meets Richmond Vale—Mount Vernon P.C.R; south-westerly in a straight line to meet the Llandewey—Cedar Valley Secondary Road; southerly and northwesterly along the Llandewey—Cedar Valley Secondary Road back to the starting point.

Llandewey-Easington Local Area Planning

Starting from where the Yallahs River crosses the Llandewey-Easington

FIRST SCHEDULE, *contd.*

Secondary Road; north-westerly in a straight line to meet the western boundary of the Easington Primary School; northerly and along this boundary to where it meets the southern boundary of the housing scheme adjacent to the Easington Primary School; westerly and northerly along the housing scheme southern and western boundary to its end; northwesterly in a straight line to where it meets the Cambridge Hill P.C.R near Mile Post 25; westerly and along this road to Cambridge Hill to where it meets the Eleven Mile-Llandewey secondary road; north-easterly and along this road to where it meets a land parcel (Valuation Number 19405009001); northwesterly along this parcel southern boundary to meet a land parcel (Valuation Number 19405009002); westerly and along the southern and western boundary of this land parcel; north-easterly in a straight line to meet a land parcel (Valuation Number 19405011001); north-westerly in a straight line to meet land parcel (Valuation Number 19405013); westerly and along this land parcel's southern boundary to its end; north-easterly and along this parcel's western boundary to meet land parcel (Valuation Number 194050016002); north-westerly and north-easterly to meet land parcel (Valuation Number 19402011003); north-westerly along this parcel's northern boundary to meet the Yallahs River; south-easterly and along the Yallahs River 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 does not include the display of coffins and the 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; or
- (b) professional services (other than health or medical services); or
- (c) any other services (including use as a betting office) that it is appropriate to provide in a shopping area where the services are provided principally to visiting members of the public for example banks, building societies, estate and employment agencies.

Class 3—*Restaurants and Cafes*

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

SECOND SCHEDULE, *contd.*

Class 4—*Drinking Establishments*

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

Class 5—*Hot Food Takeaway*

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

Class 6—*Business*

Use for all or any of the following purposes:—

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

Class 7—*General Industry*

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

Class 8—*Storage or Distribution*

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

Class 9—*Hotels*

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

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

SECOND SCHEDULE, *contd.*

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 six (6) residents living together as a single household (including a household where care is provided for residents such as disabled or handicapped people living in the community and students or young people sharing a dwelling).

Class 13—*Non-Residential Institutions*

Any use not including a residential use:—

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

Class 14—*Assembly and Leisure*

Use as:

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

THIRD SCHEDULE

(Paragraph 7)

PERMITTED DEVELOPMENT

Classes of Development which may be undertaken without requiring Planning Permission.

(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:

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

Use for all or any of the following purposes:—

CLASS A

- | | | |
|---------------------------|------|--|
| Permitted development | A. | The enlargement, improvement or other alteration of a dwelling house. |
| Development not permitted | A.1 | Development is not permitted if— |
| | (a) | the cubic content of the resulting building would exceed the cubic content of the original dwelling house— |
| | (i) | in the case of a terrace house or a town house by more than 50 cubic 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 |

THIRD SCHEDULE, *contd.*

- (ii) 15.24 metres, whichever is the nearest to the high-way;
 - (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.
- Interpretation of Class A
- A.3 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;

THIRD SCHEDULE, *contd.*

- (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 townhouse 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;

THIRD SCHEDULE, *contd.*

(iii) or 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.

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. |

CLASS D

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

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— <ul style="list-style-type: none"> (a) it relates to a dwelling or a satellite antenna; |

 THIRD SCHEDULE, *contd.*

- (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 E.2 For the purpose of Class E uses incidental to the enjoyment of the dwelling house, 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.

 THIRD SCHEDULE, *contd.*

CLASS F

Permitted
development

- F. The provision within the curtilage of a dwelling house of a hard surface for any purpose incidental to the enjoyment of the dwelling house as such.

CLASS G

Permitted
development

- G. The installation, alteration or replacement of a satellite antenna on a dwelling house or within the curtilage of a dwelling house.

Development
not permitted

- G.1 Development is not permitted if—
- (a) the size of the antenna (excluding any projecting feed element, reinforcing rim, mounting and brackets) when measured in any dimension would exceed—
 - (i) 45 centimetres in the case of an antenna to be installed on a chimney;
 - (ii) 70 centimetres in any other case;
 - (b) the highest part of an antenna to be installed on a roof or a chimney would, when installed, exceed in height—
 - (i) in the case of an antenna to be installed on a roof, the highest part of the roof;
 - (ii) in the case of an antenna to be installed on a chimney, the highest part of the chimney;
 - (c) there is any other satellite antenna on the dwelling house or within its curtilage.

Conditions

- G.2 Development is permitted by Class G subject to the following conditions—
- (a) an antenna installed on a building shall, so far as practicable, be sited so as to

THIRD SCHEDULE, *contd.*

minimize its effect on the external appearance to the building;

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

Interpretation
of Part 1

For the purposes of Part 1—

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

PART 2—*Minor Operations*

CLASS A

Permitted
Development

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

Development
not permitted

A. 1 Development is not permitted if—

- (a) the height of any gate, fence wall or means of enclosure erected or constructed adjacent to a highway used by vehicular traffic would, after the carrying out of the development, exceed 1.22 metres above ground level;
- (b) the height of any other gate, fence, wall or means of enclosure erected or constructed would exceed two metres above ground level;
- (c) the height of any gate, fence wall or other means of enclosure maintained, improved or altered would, as a result of the development, exceed its former height or the height referred to in subparagraph (a) or (b) as the height appropriate to it if erected or constructed, whichever is the greater;
- or

THIRD SCHEDULE, *contd.*

- (d) it would involve development within the curtilage of, or to a gate, fence, wall or other means of enclosure surrounding, a listed building.

CLASS B

Permitted
development

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

CLASS C

Permitted
Development

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

Development
not permitted

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

Interpretation
of Class C

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

General Note

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

PART 3—*Development By Local Authorities*

CLASS A

Permitted
development

- A. The erection or construction and maintenance, improvement or other alteration by local authority of—

- (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;

 THIRD SCHEDULE, *contd.*

- (ii) lamp standards, information kiosks, 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 surface area or the height of the deposit is thereby extended.

PART 4—*Temporary Buildings and Uses*

CLASS A

Permitted
development

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

Development
not permitted

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

Conditions

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

THIRD SCHEDULE, *contd.*

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 premitted

- B. 1 Development is not permitted if—
- (a) the land in question is a building or is within the curtilage of a building; or
 - (b) the land is, or is within, an area of special scientific interest and the use of the land is for—
 - (i) motor car and motor cycle racing or other motor sports;
 - (ii) clay pigeon shooting; or
 - (iii) any war game.

Interpretation of Class B

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

PART 5—*Agricultural Buildings and Operations*

Class A

Development on units 2.0 hectares or more—

Permitted development

- A. The carrying out on agricultural land comprised in an agricultural unit 2.0 hectares or more in area of—
- (a) works for the erection, extension or alteration of a building, or

THIRD SCHEDULE, *contd.*

- Development not permitted
- A.1 Development is not permitted if—
- (b) any excavation or engineering operations, which are reasonably necessary for the purposes of agriculture within that unit.
- (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; or
 - (d) the ground area which would be covered by—
 - (i) any works or structure (other than a fence) for accommodating livestock or any plant or machinery arising from engineering operations; or
 - (ii) any building erected or extended or altered by virtue of this Class, would exceed 465 square metres, calculated as described in paragraph D. 2;
 - (e) the height of any part of any building, structure or works within 3 kilometres of the perimeter of an aerodrome would exceed 3 meters;
 - (f) the height of any part of any building, structure or works not within 3 kilometres of the perimeter of an aerodrome would exceed 12 meters;

THIRD SCHEDULE, *contd.*

- (g) any part of the development would be within 25 metres of a metalled part of a trunk or classified road;
- (h) it would consist of, or include, the erection or construction of, or the carrying out of any works to, a building, structure or an excavation used or to be used for the accommodation of livestock or for the storage of slurry or sewage sludge where the building, structure or excavation is, or would be, within 400 metres of the curtilage of a protected building; or
- (i) it would involve excavations or engineering operations over lands which are connected with fish farming.

Conditions

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

- (a) where development is carried out within 400 metres of the curtilage of a protected building, any building, structure, excavation or works resulting from the development shall not be used for the accommodation of livestock except in the circumstances described in paragraph D.3 or for the storage of slurry or sewage sludge;
- (b) where the development involves—
 - (i) the extraction of any mineral from the land; or
 - (ii) the removal of any mineral from a mineral-working deposit, the mineral shall not be moved off the unit;

THIRD SCHEDULE, *contd.*

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

THIRD SCHEDULE, *contd.*

and appearance of the tank, as the case may be;

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

THIRD SCHEDULE, *contd.*

- required or notifying the applicant of their determination;
- (iii) the expiry of 28 days following the date on which the application was received by the local planning authority without the local planning authority making any determination as to whether such approval is required or notifying the applicant of their determination;
- (d) (i) where the local planning authority gives the applicant notice that such prior approval is required the applicant shall display a site notice by site display 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

THIRD SCHEDULE, *contd.*

- requirements of sub-paragraph (i) if the site notice is, without any fault or intention of his, removed, obscured or defaced before the period of 21 days referred to in that sub-paragraph has elapsed, if he has taken reasonable steps for its protection and, if needs be, replacement.
- (e) the development shall, except to the extent that the local planning authority otherwise agree in writing, be carried out—
- (i) where prior approval is required, in accordance with the details approved;
 - (ii) where prior approval is not required, in accordance with the details submitted with the application; and
- (f) the development shall be carried out—
- (i) where approval has been given by the local planning authority, within a period of two years from the date on which approval was given;

THIRD SCHEDULE, *contd.*

- (ii) in any case, within a period of two years from the date on which the local planning authority were given the information referred to in subparagraph (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
- Development on Units of less than 2.0 hectares.
- B. The carrying out on agricultural land comprised in an agricultural unit of not less than 0.4 but less than 2 hectares in area of development consisting of—
- (a) the extension or alteration of an agricultural building;
 - (b) the installation of additional or replacement plant or machinery;
 - (c) the provision, rearrangement or replacement of a sewer, main, pipe, cable or other apparatus;
 - (d) the provision, rearrangement or replacement of a private way;
 - (e) the creation of a hard surface;
 - (f) the deposit of waste; or
 - (g) the carrying out of any of the following operations in connection with fish farming, namely repairing ponds and raceways; the installation of grading

THIRD SCHEDULE, *contd.*

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 if—

- (a) the height of any building would be increased;
- (b) the cubic content of the original

THIRD SCHEDULE, *contd.*

building would be increased by more than 10 percent;

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

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

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

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

Conditions

B. 5 Development permitted by Class B and carried out

THIRD SCHEDULE, *contd.*

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

D. 1 For the purposes of Part 5—

THIRD SCHEDULE, *contd.*

of Part 5

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

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

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

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

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

“livestock” includes fish or shellfish which are farmed;

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

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

THIRD SCHEDULE, *contd.*

connection with agriculture;

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

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

D. 2 For the purposes of this Part—

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

D. 3 The circumstances referred to in paragraph A.2(1)

(a) and B. 5 are that no other suitable building or structure, 400 metres or more from the curtilage of a protected building, is available to accommodate the livestock; and

- (a) that the need to accommodate it arises from—
 - (i) a quarantine requirement;
 - (ii) an emergency due to another building or structure in which the livestock could otherwise be accommo-

THIRD SCHEDULE, *contd.*

dated being unavailable because it has been damaged or destroyed by fire, flood or storm; or

- (b) in the case of animals normally kept out of doors they require temporary accommodation in a building or other structure—
 - (i) because they are sick or giving birth or newly born; or
 - (ii) to provide shelter against extreme weather conditions.

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

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

- (a) the name of the applicant;
- (b) the address or location of the proposed development;
- (c) a description of the proposed development and of the materials to be used;
- (d) a statement that the prior approval of the authority will be required to the siting, design and external appearance of the building, the siting and means of construction of the private way, the siting of the excavation or deposit or the siting and appearance of the tank,

THIRD SCHEDULE, *contd.*

as the case may be; or

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

D. 5 For the purpose of Class B—

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

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

PART 6—*Forestry Buildings and Operations*

Class A

Permitted
development

- A. The carrying out on land used for the purposes of forestry, including afforestation, or development reasonably necessary for those purposes consisting of—
 - (a) works for the erection, extension or alteration of a building;
 - (b) the formation, alteration or maintenance of private ways;

THIRD SCHEDULE, *contd.*

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

THIRD SCHEDULE, *contd.*

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

THIRD SCHEDULE, *contd.*

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

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

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

Interpretation A.3 For the purposes of this class—

THIRD SCHEDULE, *contd.*

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

“site notice” means a notice containing—

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

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

CLASS A

Permitted development

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

General Note: Works by road authorities for maintenance and improvement of roads do not constitute development, by virtue of the 1957 Act S.5 (2)(b). This part grants planning permission for such

THIRD SCHEDULE, *contd.*

works in relation to unadopted streets and private ways, being in both cases ways or highways which are not maintainable at the public expense.

PART 8—*Repairs to Services*

CLASS A

Permitted
development

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

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

PART 9—*Aviation Development*

CLASS A

Development at an airport.

Permitted
development

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

Development
not permitted

- A.1 Development is not permitted by Class A if it would consist of or include—
- (a) the construction or extension of a runway;
 - (b) the construction of a passenger terminal the floor space of which would exceed 500 square metres;
 - (c) the extension or alteration of a passenger terminal, where the floor space of the building as existing at the date of coming into force of this Order or, if built after that date, of the building as built would be exceeded by more than 15 per cent;

THIRD SCHEDULE, *contd.*

- (d) the erection of a building other than an operational building;
 - (e) the alteration or reconstruction of a building other than an operational building, where its design or external appearance would be materially affected.
- Conditions A. 2 Development is permitted by Class A subject to the condition that the relevant airport consults the local planning authority before carrying out any development, unless that development falls within the description in paragraph A.3(2).
- Interpretation of Class A A. 3 (1) For the purposes of paragraph A. 1 floor space shall be calculated by external measurement and without taking account of the floor space in any pier or satellite.
- (2) Development falls within this paragraph if—
- (a) it is urgently required for the efficient running of the airport; and
 - (b) it consists of the carrying out of works, or the erection or construction of a structure or of an ancillary building, or the placing on land of equipment, and the works, structure, building, or equipment, do not exceed 4 metres in height or 200 cubic metres in capacity.
- CLASS B Air navigation development at an airport.
- Permitted development B. The carrying out on operational land within the perimeter of a relevant airport by a relevant airport operator or its agent of development in connection with—
- (a) the provision of air traffic control services;
 - (b) the navigation of aircraft using the airport; or
 - (c) the monitoring of the movement of aircraft using the airport.

 THIRD SCHEDULE, *contd.*

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

THIRD SCHEDULE, *contd.*

which the Authority provides air traffic control services, of development in connection with—

- (a) the provision of air traffic control services;
- (b) the navigation of aircraft using the airport; or
- (c) the monitoring of the movement of aircraft using the airport.

CLASS E

Development by Civil Aviation Authority for air traffic control and navigation.

Permitted
development

E The carrying out on operational land of the Civil Aviation Authority by the authority or its agents of development in connection with—

- (a) the provision of air traffic control services;
- (b) the navigation of aircraft; or
- (c) monitoring the movement of aircraft.

Development
not permitted

E. 1 Development is not permitted by Class E if—

- (a) any building erected would be used for a purpose other than housing equipment used in connection with the provision of air traffic control services, assisting the navigation of aircraft or monitoring the movement of aircraft;
- (b) any building erected would exceed a height of 4 metres; or
- (c) it would consist of the installation or erection of any radar or radio mast, antenna or other apparatus which would exceed 15 metres in height, or where an existing mast, antenna or apparatus is replaced, the height of that mast, antenna or apparatus if greater.

CLASS F

Development by the Civil Aviation Authority in an emergency.

THIRD SCHEDULE, *contd.*

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

THIRD SCHEDULE, *contd.*

apparatus in connection with the carrying out of surveys or investigations.

Condition	H.1	Development is permitted by Class H subject to the condition that, on or before the expiry of the period of 6 months beginning with the date on which the use began, the use shall cease, and any apparatus shall be removed, and the land shall be restored to its condition before the development took place, or to any other condition as may be agreed in writing between the local planning authority and the developer.
CLASS J		Use of airport buildings managed by relevant airport operators.
Permitted development	J.	The use of buildings within the perimeter of an airport managed by a relevant airport operator for purposes connected with air transport services or other flying activities at that airport.
Interpretation of Part 9	K.	For the purpose of Part 9— <p style="margin-left: 40px;">“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 style="margin-left: 40px;">“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 style="margin-left: 40px;">“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.

THIRD SCHEDULE, *contd.*PART 10—*Telecommunications Operations*

CLASS A

- | | |
|---------------------------|---|
| Permitted development | <p>A. The carrying out of the proper design and siting of Telecommunications Network—</p> <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 <i>de minimis</i> 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 | <p>A.1 Development not permitted by Class A.</p> <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 <i>Jamaica National Heritage Trust Act</i> and the <i>Town and Country Planning Act</i>. |

THIRD SCHEDULE, *contd.*

- Conditions
- A.2 Development is permitted by Class A subject to the following conditions—
- (a) an antenna installed on a building shall, so far as practicable, be sited so as to minimize its effect on the external appearance of the building;
 - (b) an antenna no longer needed for the reception or transmission of micro wave radio energy shall be removed as soon as reasonably practicable.

FOURTH SCHEDULE

(Paragraphs 8, 10,
12 and 13)

FORM A

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

To: Name of Applicant

Address of Applicant

Your application dated _____
(insert date)

for development at _____
(insert address)

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

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

FORM B

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

To be Endorsed on Notices of Decision

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

FOURTH SCHEDULE, *contd.*

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

FORM C

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

Name of Applicant: _____

Address: _____

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

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

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

FIFTH SCHEDULE (Paragraph 16 and 23)

SECTION 1—THE PLAN

This section of the document consists of the Plan with its written Statements as required by Part II Section 6(4) of the Act.

The plan covers the Development Order Area and sets out the broad strategies, objections and policies which should guide development in the entire Order Area. In addition there are areas which because of previous studies showing their importance in the growth and development of an area are classified as growth centres and have local plans prepared for them. Other areas will be included at a later date when their growth and importance warrant such action.

SUB-SECTION 1—*Statements*

ST. THOMAS PARISH DEVELOPMENT ORDER AREA

The Saint Thomas Parish Development Order Area comprises all that area bounded to the north by the Portland parish boundary, to the west by the Saint Andrew parish boundary, and east and south by the Caribbean Sea as outlined in the First Schedule and delineated on Map 1 attached hereto.

HISTORY

The parish of Saint Thomas is located at latitude 18°05'N, longitude 76°40'W, in the County of Surrey, at the south eastern end of Jamaica. Saint Thomas is located to the south of Portland, and the east of Saint Andrew. With an area of 742.8 square kilometres (286.8 square miles), it ranks as Jamaica's ninth largest parish.

The parish has a lot of historical importance. Its history was shaped by the many experiences of the Colonial Period. Its first inhabitants were the Tainos/Arawaks who had densely populated the parish in 1494 when Christopher Columbus and his men first arrived on the Island. They settled in Morant Bay and Yallahs and established quite a number of cattle ranches. The parish was then named Morant after their large cattle ranches.

To this day, it is uncertain how the parish got its name, Saint Thomas. It was suspected that the name was derived from Lord Windsor who was Governor of Jamaica in 1662 after the British captured Jamaica from the Spaniards in 1655. During this period residents from other British colonies along with their families were invited to settle in Morant Bay. There, they built two imposing houses, Stokes Hall and Stokesfield and the ruins still exist today. In a short time, however, two-thirds of the Colonists died of fever.

In 1674, the French Admiral Du Casse sailed from Santo Domingo landing at Morant Bay and invaded the parish capital. The settlers were attacked and their slaves captured. The French attempted other attacks but were fought off successfully. Later, bands of Maroons settled in the mountains of Saint Thomas and eventually joined with the Maroons in Portland to form the Windward Maroons.

However, it was the Morant Bay Rebellion of 1865 that secured the parish's place in history. Slavery had ended by 1838, but most blacks remained extremely

FIFTH SCHEDULE, *contd.*

poor. Although they now had the right to vote, high voting fees were beyond their reach. Economic conditions were bad because of a drought from 1862-1864. Jamaica was in a very poor state but Governor Edward Eyre refused to acknowledge the poor conditions. Instead, they were told to work harder. George William Gordon, a wealthy mulatto politician and businessman, encouraged the poor to voice their concerns. One of his followers was a church deacon named Paul Bogle.

The ex-slaves all over Jamaica were discontented about the injustices being meted out to them, particularly on the question of land tenure. On October 11, 1865, a small group of farmers led by Paul Bogle walked 45 miles to Spanish Town to bring their grievances to Governor Eyre but they were denied an audience. So the group went armed with sticks and machettes to a meeting scheduled at the Court House. Panic ensued; a riot began where people in the crowd threw stones and volunteers fired back, killing seven black protesters. The crowd attacked and then eventually dispersed. They returned later to set fire to the Court House and other buildings.

The riots continued the following days, roaming the countryside, killing two white plantation owners and causing others to flee to safety. George William Gordon tried to improve the lot of the workers by speaking out in the House of Assembly. However, he was taken by boat to Morant Bay, where he was tried for conspiracy and hanged on October 23, 1865. The following day Bogle was captured by the Maroons, handed over to the authorities, and hanged.

The Governor's retaliation for the rioting was brutal; there was little resistance but his troops indiscriminately killed blacks, many of whom were not involved at all. Over 430 people were killed by soldiers or executed and 354 more were arrested and executed, many without a proper trial. Over 600 were flogged or imprisoned for long terms. Soldiers burned over 1,000 homes. When news of this brutality reached Britain, a Royal Commission was formed to investigate the events, resulting in Governor Eyre's recall to England. He was never prosecuted. The result, however, was that the powers of the local government were revoked and Jamaica became a British Crown Colony, governed directly from England. In 1969, The Right Excellent Paul Bogle was named one of Jamaica's seven National Heroes along with George William Gordon.

Today, the parish still boasts the remnants of a rich history and still plays a pivotal role in its contribution to the Island's commercial sector by way of agriculture and manufacturing.

Agriculture is still vitally important to this parish being the main source of employment. There are large cultivations of bananas and coconuts. Serge Island Dairies maintains a large cattle ranch and produces its own commercial milk brand. There are also numerous coffee plantations. Many small farmers produce domestic and orchard crops. The parish also has many factories for food processing and electrical equipment.

FIFTH SCHEDULE, *contd.*

DEMOGRAPHY

Population Size and Growth

In the most recent population census (2011), Saint Thomas recorded a total population of 93, 902 persons, with approximately 50 percent (46,963) of the persons residing within the urban centres of the parish. The more populated urban centres within Saint Thomas are Morant Bay, Yallahs and Seaforth accounting for approximately 32 per cent (30,189) of the population. The population of Saint Thomas has been gradually increasing since 1982. Between 1991 and 2001, Saint Thomas population growth rate was 0.90 percent, however the growth in population slowed for the period 2001-2011 where an average growth rate of 0.24 percent was recorded. The relatively low growth rate for the parish can be attributed to its rural characteristics. Assuming that this growth rate remains constant it is anticipated that the population will increase to 98, 443 persons by the year 2030.

An analysis of the population structure for Saint Thomas showed that the parish has a youthful population. The census years 1982, 1991 and 2011 showed that the population under 15 years old while it has been decreasing is still in excess of a third of the population of the parish. In 1982, 39 percent of the population was under the age of 15 years old, in 1991 36 percent fell within the same cohort while 34 percent was recorded in 2011. In contrast, the population over 64 years of age has remained constant over the last three censuses only accounted for 9 percent of the total population. The change that has occurred within the population is therefore within the working age group. This is confirmed through the examination of the dependency ratio for the population for the periods 1982, 1991 and 2001. The dependency ratios were 93:100 in 1982, 83:100 in 1991 and 75:100 in 2001. There is no marked significance between male and females within the parish with both accounting for 50 percent. This has been the trend from 1982 to 2001.

Population Distribution and Density

The majority of the population resides in the rural districts with of the parish as approximately fifty-three percent (53%) live outside of the nine local planning areas. The three largest urban areas of Morant Bay, Yallahs and Seaforth respectively account for thirty two percent (32%) of the total population. The population within Morant Bay and Yallahs have been the fastest growing of all the urban/ local planning areas within the parish annual rates of 3.74% and 2.94% respectively between 2001 and 2011.

The land area within Saint Thomas was calculated to be approximately 742.8 km². In 2011 Saint Thomas had an overall population of 93,902 persons with an overall population density 126.41 persons per square kilometre. The population density varies throughout the parish with the density being highest in the urban areas of Morant Bay, Yallahs and Seaforth while lower densities occur in local planning areas such as Bath and Llandewey-Easington.

FIFTH SCHEDULE, *contd.*

NATURAL RESOURCES

Natural Resources includes those physical assets such as various minerals, wetlands, rivers and two (2) forest reserves. The three main wetland areas are: Cow Bay Swamp, Albion Swamp and The Great Morass. Located within the parish are three main rivers—Yallahs River (22.9 miles), Morant River (16.1 miles), and the Plantain Garden River (21.9 miles) which is the only river on the island to flow west to east. The parish has deposits of high-grade gypsum and marble, with talc and asbestos in the Bath area. Government Forest Reserves 13,158.4 hectares (32,514 acres) and Private Woodland 74,138.4 hectares (183,200) are the two main forest reserves in the area.

Minerals

A small amount of marble is currently being mined from quarries in the Bath Area. Jamaica marble comes in various colours: pinkish-grey, grey-green and maroon. Some 100 tons are produced here annually primarily for use in terrazzo-tile industry. In terms of capacity for polish, colour patterns and richness of colour, Jamaica marble compares favourably with those on the international market. Talc and asbestos occur in the Hornblende schists of the area surrounding Bath.

Forestry/Vegetation Cover

The land cover for the parish is mainly fields and disturbed broadleaf forest. The Forestry Department estimates that forest reserves in Saint Thomas covers approximately 567 hectares of the 99,735 hectares reported forest areas in Jamaica and this lies mostly in the Blue and John Crow Mountains National Park (STATIN, 2007). Threats to these areas are exploitation by humans for conversion of land for non-regulated agriculture and residential use. Areas of disturbed broadleaf forests to the east of the parish are often interrupted by agricultural crops mostly sugar cane which represents a high percentage of land use, as well as the main contributor to the economy.

Mangrove thickets have been observed lining the main stream down to the sea. These mainly comprise red mangrove and button mangrove. On surrounding higher land, the vegetation is typical of strand woodland association, particularly in the north-eastern section of the wetland around Quaco Point and Morant Point. The vegetation of the Cow Bay Swamps is mixed, the landward side being dominated by *Typha. Domingensis* (southern cat tail) and sawgrass. The freshwater lagoons are surrounded by red mangroves.

THIRD SCHEDULE, *contd.*CONSERVATION OF THE NATURAL AND BUILT
ENVIRONMENT

While orderly development of the built environment of Saint Thomas is vital to achieving sustainable economic and social development, maintaining the natural environment is just as critical.

The Natural Environment

1. Protected Areas

The parish of Saint Thomas has three areas declared as protected areas under the Wild Life Protection Act (WLP) and Natural Resources Conservation Authority (NRCA) Act. These protected areas are the Great Morass Game Reserve in Holland Bay, the Bowden Fish Sanctuary located in Bowden Bay and a portion of the Blue and John Crow Mountains National Park (BJCMNP).

2. Biodiversity (Flora and Fauna)

Jamaica is ranked fifth in Islands for endemic plant species. Saint Thomas boast a diversity of high species and the habitats supporting this diversity are in urgent need of conservation efforts. The parish biological diversity includes, endangered species, such as sea turtles, vulnerable species such as the Coney, a host of endemic species and other important animals such as bats.

(i) *Flora*

Over 800 different species of flowering plants have been recorded for the area and of this amount 40-50% of them are endemic to Jamaica. Trees usually found in The Blue and John Crow Mountains National Park are generally in high altitude areas and include the *Podocarpus urbanii* (Blue Mountain Yacca), *Clethra occidentalis* (Soapwood), *Sapium harrisii* (Milkwood) and *Sideroxylon montanum* (Mountain Bullet).

The number of ferns in The Blue and John Crow Mountains National Park is also significant as 15 of the 21 species of tree-ferns are endemic to Jamaica as well as 41 of the 51 epiphytic ferns of the genus *Grammitis* are found at high altitudes.

(ii) *Fauna*

A total of 47 species of birds are identified in Saint Thomas. Thirteen (13) of these are endemic species (for example the Ring-Tailed Pigeon (*Patagioenas caribaea*) and Chestnut-bellied Cuckoo (*Hyetornis phuvialis*), the Island's largest endemic. At least 96 species of butterflies

THIRD SCHEDULE, *contd.*

are known to occur in Saint Thomas. These include the rare and endangered Homerus Swallowtail (*Papilio homerus*) and the Jamaican Kite Swallowtail (*Eurytides marcellinus*).

Sea turtles, which are listed on the International Union for Conservation of Nature (IUCN) Red List as either critically endangered or endangered and is listed as a protected species under the Wild Life Protection Act (1945) have been recorded at nesting sites include Rocky Point, New Pera, Cow Bay (at Albion), Grants Pen, Whitehorses, Yallahs and the beaches in Holland Bay.

The Jamaica hutia (*Geocapromys brownii*) is endemic to Jamaica and is locally referred to as coney, mountain rabbit or Indian coney. St Thomas is said to have one of the larger populations of this animal

The Jamaican Boa (*Epicrates subflavus*) is known locally as the yellow snake and is endemic. The Saint Thomas hills are thought to have one of the largest populations in Jamaica. The Jamaican Blind snake is also an endemic and has been recorded in the North Hadley section of the parish. In addition 10 of the island's twenty-two (22) endemic frogs are found in Saint Thomas

There are seven caves are confirmed within Saint Thomas. These are in the areas of Banana River, Cambridge Hill, White Horses, Rowlandsfield, Lumsden, Port Morant District, and White River. These caves have been confirmed to have bat populations. These populations include *Pteronotus parnellii*, *Monophyllus redmani*, *Erophylla sezekorni* and *Artebius jamaicensis* *Macrotus waterhousii*, *Glossophaga soricina*, and *Noctilio leporinus*.

3. Climate Change

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

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

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

1. Heritage and Architecture

(i) *Morant Bay Court House*

Scene of the 1865 riot, this courthouse was burnt during the violence that occurred. It was rebuilt some time afterwards. Leader of the rioters National Hero, Paul Bogle was buried behind the court- house in a shallow grave.

(ii) *Stokes Hall Great House*

Stokes Hall and nearby Stokesfield mark the area where Major Like Stokes- the then Governor of Nevis- brought his family and over 1,600 colonists to Jamaica during the early days of colonization. Fevers and related illnesses killed many of the colonists, including Major Stokes and his wife, but his children survived and eventually established these two outstanding houses. The ruins of the Great House are possibly the oldest existing structural foundations in the island.

(iii) *Morant Bay Fort*

Located behind the Morant Bay court house, this fort dates back to 1771, but its three remaining cannons were installed early in the 18th century.

(iv) *Morant Bay Lighthouse*

This 100 foot high structure was built in 1841 by Krus, part of the contingent of 11,400 free Africans brought to Jamaica after Emancipation. Many of these Africans landed and settled in Morant Bay as well as the interior areas of Saint Thomas, particularly along the Plantation Garden River valley.

(v) *Shoreline Area*

Residential developments along the coast in Saint Thomas have affected the coral reefs and beaches leaving them vulnerable to significant human related and natural disturbances. Benthic data reflects a trend of reef decline and showed clear signs of being algal dominated reef in spite exhibiting good structural complexity that can support a vibrant reef ecosystem. The percentage live coral cover is ranked well below the 2005 Caribbean average of 20% and indicates that the reefs along this coast will need significant protection in order to arrest its decline.

FIFTH SCHEDULE, *contd.*

NATURAL CONDITIONS

Topography

Saint Thomas is a very mountainous parish and is bordered by the Blue mountain Range to the north. There are other mountain ranges such as the Port Royal Mountains that stretches from above Newcastle in St Andrew to Albion in St Thomas. There is also the Queensbury Ridge between Yallahs Hill and this has the highest elevation of 2394 feet above sea level.

There are large wetland areas, which include the coastal area between Morant Bay and Hector's River. There are also many cliffs and lovely beaches.

The coastal area of the parish is located between the Yallahs River and Hectors River, and includes large wetland areas such as the Great Morass and the Cow Bay Swamps as well as significant areas of deciduous forest. The shoreline is also made up of rocky cliffs and sandy or gravelly beaches and is indented by a number of bays which include Sugar Loaf, Yallahs, Salt Pond, Lyssons, Holland Point, Rocky Point, Canoe and Morant Point

Geology and Lithology

The eastern portion of the island including the interior of Saint Thomas is mountainous and characteristic features are the older igneous and metamorphic rocks and shale (NEGAR 2009). Saint Thomas is divided into a distinct northern and southern region by the east-west Plantain Garden fault which runs from the eastern boundary shared with Saint Andrew south-eastern to Westphalia across the Morant River alluvial plains down the Plantain Garden Valley towards the eastern border at Holland Bay.

Land Capability

The Morant and Yallahs watershed area contains 22 different soil types with 12 association types. Most soil types lie on 'uplands' of shale, conglomerates and igneous rocks. These areas along with those where soil lie upon limestone are of significant value in Saint Thomas as they allow for the growth of a wide range of agricultural crops and trees which support biodiversity. The soils of the coastal plains, inland basins and alluvial valleys however are of limited value for agriculture because of severe dry periods experienced in these areas.

Climate

Temperatures are fairly constant throughout the year, averaging 25°C to 30°C in the coastal lowlands and 15°C to 22°C at higher elevations in the northeastern sections of the parish. Temperatures in the parish are also influenced by the onshore breezes during the day and offshore breezes at night.

Mean yearly rainfall data indicates that Saint Thomas is the second wettest parish after Portland receiving approximately 2250mm of rainfall annually. The driest

FIFTH SCHEDULE, *contd.*

period is usually between December to March where most of the rainfall during this period is associated with cold fronts migrating from North America.

Drainage

There are three main rivers in the parish; the Yallahs River, 36.9 kilometres (22.9 miles long), the Morant River, 21.9 kilometres (16.1 miles long), and the Plantain Garden River, 34.9 kilometres (21.9 miles long) long. There are large wetland areas, which include the coastal area between Morant Bay and Hector's River, which perform an important flood control role in the hydrology of the area.

ECONOMIC ACTIVITY

Agriculture is the dominant economic activity in the parish. The main items produced for export are coffee, sugar and bananas. The mining and quarrying sector produces approximately 6 Million tonnes of sand and gravel per annum and is an extractive industry which has to be closely monitored due to its environmental and economic impacts.

Construction, Distributive Trade, Financial Services, and Tourism also contribute to the economic base of Saint Thomas but to a limited extent. The tourism industry in Saint Thomas is not as extensive despite the rich historical background and rustic beauty of the Development Order Area. Recently, however the development of eco and adventure tours and attractions has seen an increase.

TRANSPORTATION

The terrain of Saint Thomas has been often linked to its underdeveloped road network and transportation system. Transportation in Saint Thomas is mainly by private motor vehicles and public transportation through the use of route taxis and buses.

The transportation infrastructure has been ravaged by natural disasters over the years such as storm surges, flooding, and land slippages. In addition, mining and quarrying related activities have eroded many roadways and left many others as mere dirt tracks requiring substantial repairs.

Roads

The coast of Saint Thomas is skirted by a main road, which runs from Kingston through the Development Order Area to the north coast. There is also a system of parochial roads providing linkages with the A4 main road. However, there is a need for road rehabilitation throughout the parish.

Airport

Presently, there are no airport facilities in Saint Thomas, however, feasibility studies are being conducted on possibly developing one. The Duckenfield area that straddles both Saint Thomas and Portland is being suggested for a possible

FIFTH SCHEDULE, *contd.*

airport development providing immigration and custom services as part of the government's thrust to diversify the tourism product and take advantage of the value added options in the industry.

Port and Waterways

Port Morant had one of the island's chief ports use for the export of bananas and rum. However, the activities of the port have declined over the years due to the decrease in agricultural production and export. It is possible that the port will be rehabilitated to facilitate the importing and exporting of goods.

Railway

Rail transport in Saint Thomas was solely used for the transport of bananas. All are now closed due to the decline in banana production.

LOCAL PLANNING AREAS/MAJOR GROWTH AREAS

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

The centres are determined by physical conditions and the economic and social needs of an area. These will function as the stimulus and focus of urban growth and development. A growth centre should have the basic infrastructure such as post office, electricity, paved roads and a number of facilities and amenities such as schools, commercial areas, a clinic, police station. The limits will be identified by an urban fence within which all development activities are expected to take place, as none will be encouraged outside in an effort to prevent urban sprawl.

The two major Local Planning Areas/Growth Centres are; Morant Bay and Yallahs.

Morant Bay

Morant Bay the parish capital is situated at the south-eastern end of Jamaica's coast. It is the administrative and commercial centre of the parish. It has a rich heritage that is worthy of preservation as it contains many features of historic and architectural interest including many Georgian buildings. There are several housing developments taking place in its environs which augurs well for its future growth and development.

FIFTH SCHEDULE, *contd.**Yallahs*

Yallahs which is located to the west of Morant Bay is the next major town with numerous commercial activities and service facilities.

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

VISION

The vision for the parish of Saint Thomas after consultations with the local authority, various citizen groups and other stakeholders is one which seeks to ensure the sustainable development of the parish having regards to proper land use planning, preservation and conservation of the natural and built environment, while promoting a strong and vibrant economy making the parish as postulated in “Vision 2030, Jamaica, the place of choice to live, work, do business and raise family”.

STRATEGY

The strategy for the parish of Saint Thomas “is to provide support and encouragement for the economy within a framework of environmental protection, sustainable development and urban renewal”. This will involve the promotion of a renaissance in the urbanized areas by emphasizing constraints on development outside of the urban areas, by focusing on the quality of design and techniques for making better use of urban space; the provision of housing at affordable prices to various segments of the populace, the establishment of a harmonious transportation network and spatial relationship between land uses which facilitate convenient and efficient interaction between the transport system and land uses.

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

The local planning authority’s ability to plan radically is limited by the pattern of existing development and infrastructure but this Development Order will play a positive role in shaping the future of the parish. Policy guidelines will seek to address, inter alia; the demand for urban services, especially the provision of lands for the business and commerce, particularly within the parish’s capital and at suitable established business nodes, the proliferation of non-conforming uses

FIFTH SCHEDULE, *contd.*

especially within residential areas, land degradation, the provision of suitable lands for light and heavy industry, preservation of agricultural land, and tourism development. These policies and guidelines will provide direction to the overall development of the parish and strengthen urban/rural linkages and local based development.

THE PURPOSE OF THE ORDER

This Development Order will make provision for the orderly and progressive development of the parish of Saint Thomas, encouraging activities the planning authorities have identified as beneficial to the parish generally and to the Local Planning Areas specifically, and preventing those land uses that could harm the environment or amenity of the residents. The main aim is to provide the basis for sound decisions on planning applications in accordance with the Vision, Strategies, Objectives, Policies and Proposals outlined in the document.

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

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

FORMAT OF THE ORDER

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

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

The Plan and Statements are further divided into two sections:

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

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

The Land Use Proposal Maps show the particular property which may be affected by the policies indicated in the written statement. Some of these policies

FIFTH SCHEDULE, *contd.*

are general and will affect the parish while some will only be applicable to specific urban areas and communities. If a discrepancy should arise between the Statements and the Maps then the former will prevail.

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

HOW TO USE THE ORDER

(1) For Information

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

(2) For Policy Identification

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

Policy T 1

Policies for local planning areas are identified by using a letter(s) of the area to which the Policy relates (thus MB for Morant Bay) followed by the first letter(s) of the Theme (thus T for Transportation) followed by the number of the Policy (1). A transportation policy for Morant Bay would therefore be:—

Policy MB T 1

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

ACKNOWLEDGEMENTS

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

OBJECTIVES

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

FIFTH SCHEDULE, *contd.*

behind the “Strategy” and to establish the long term intentions of the local planning authority and the Authority which will guide the decision making process throughout the development order area.

TRANSPORTATION

The need to commute effectively throughout the parish of Saint Thomas continues to be increasingly critical as the parish takes on greater responsibility and significance with the absence of available lands in the city of Kingston. As is synonymous with most parishes within Jamaica the main urban areas are located along the coast with rural townships and agricultural areas within the interior. There is therefore the need to transport the various commodities and residents where needed. Currently there is heavy reliance on the public transportation systems and route taxis for daily commute and as such, there is a need for greater diversification of the transportation infrastructure.

It is therefore imperative that the transportation infrastructure within Saint Thomas be at a standard which allows for maximum efficiency for all users.

- Obj. T1 To ensure the integration of transport planning with land use planning.
- Obj. T2 To make provisions for a have a transportation system that allows safe and easy movement in and around the parish and which makes the parish easily accessible from other parts of the island.
- Obj. T3 To ensure safe access to and use of the road system by various modes of transportation.
- Obj. T4 To ensure that road design standards are maintained at a high level and taking into consideration climate change scenarios.
- Obj. T5 To promote and improve public transport facilities so that provision is made for safe and attractive travel for the citizenry of Saint Thomas.
- Obj. T6 To enhance the efficiency of the transport system in order to reduce travel times between communities.
- Obj. T7 To ensure the adequate provision of land for port and other transportation purposes.
- Obj. T8 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. T9 To ensure that land uses allow and enhance the efficient operations of ports and aerodromes while minimizing its impact on surrounding land uses.

FIFTH SCHEDULE, *contd.*

- Obj. T10 To establish, preserve and protect the reservation of lands necessary for new roads and the improvement of existing ones.
- Obj. T11 To make the best use of the transport infrastructure for all modes of travel, especially public transportation.
- Obj. T12 To encourage the shared use of parking facilities particularly in the Central Business Districts as part of major development proposals.
- Obj. T13 To seek the provision of adequate parking areas to cater for buses, taxis and other forms of public transport especially in Urban Centres.
- Obj. T14 To ensure that new developments are properly located and designed with adequate parking to contribute to sustainable patterns of road layout and traffic movement.
- Obj. T15 To improve the environmental amenity of all existing and proposed car parking areas used by the public through the provision of landscaping
- Obj. T16 To minimise any negative environmental and social impacts arising from the provision and maintenance of roads and road infrastructure.

HOUSING

In providing housing needs special attention will be paid to the rationalization of new developments and the access of units to all social groups. Large scale developments will not be allowed in rural areas unless there is local demand and the necessary infrastructure is available. Higher densities than those existing may be required in some urban areas to meet the needs of some income groups and to ensure a balanced development.

- Obj. H1 To ensure that special attention is given to the design and layout of all housing developments, considerations are incorporated for potential climate change impacts and the necessary infrastructure and amenities are provided thereby forming an integral part of the settlement centres with adequate pedestrian walkways linking to transportation routes.
- Obj. H2 To make housing more accessible to the various social groups and be in such numbers in order to meet the requirements of the population through densities compatible with a pleasant environment.

FIFTH SCHEDULE, *contd.*

- Obj. H3 To promote the maintenance, protection and where necessary, the redevelopment of residential areas.
- Obj. H4 To ensure that lands are available, for low and medium density housing development in the local planning areas.

CONSERVATION OF THE NATURAL AND BUILT ENVIRONMENT

The need for conservation is significant both in terms of the natural and built environment. St Thomas has a unique coastal area with wetland areas such as Cow Bay Swamp, Albion Swamp and the Great Morass. It is also rich in relics of the past such as the Morant Bay Courthouse, Stokes Hall Great House, Morant Bay Fort and Morant Bay Lighthouse which needs to be protected.

Conservation of the Natural and Built Environment:

- Obj. C1 To develop policies which will ensure that structures, sites and areas of Historical and Archaeological significance as identified by the Natural Heritage Trust are preserved.
- Obj. C2 To establish green belts in strategic locations that will protect the country-side and prevent the coalescence of existing towns and settlements.
- Obj. C3 To preserve and enhance conservation areas, areas with views and other valued landscape features for the enjoyment of the population.
- Obj. C4 To conserve and protect wetlands and water shed areas bearing in mind their intrinsic environmental value and the importance of maintaining a viable hydraulic regime.
- Obj. C5 To identify areas of ecological importance for further protection.
- Obj. C6 To ensure that consideration of multiple hazard vulnerability of all areas, including those attributed to climate change (e.g. sea level rise, storm surge and erosion), are fully integrated in land use zoning and development proposals.
- Obj. C7 To ensure that land uses are allocated in a manner which—
 - (a) does not compromise the quality and quantity of usable water;
 - (b) protects aquifers, wells, watersheds and other sources of water.
- Obj. C8 To support replanting of forest for restoration of habitats, replenishment of water supplies and reduction in sediments and debris flow.

FIFTH SCHEDULE, *contd.*

- Obj. C9 To protect areas of high landscape and amenity values and those that form an attractive background to urban areas, tourist development and tourist routes.
- Obj. C10 To ensure that the unique flora and fauna of the parish are maintained and that the rivers and streams are protected from degradation.

MINERALS

Minerals are basic resources for development, the extraction of which can have positive or negative effects on the environment. Widespread and substantial deposits of limestone and aggregates occur at various locations throughout the parish and it is intended that these should not in any way be rendered incapable of extraction. There are also whiting deposits and the quarrying of marl which is a contributor to the rural economy. While mineral resources should be protected from sterilization by development, it is also imperative that extraction is carried out in a sustainable manner:

- Obj. M1 To safeguard lands of significant mineral wealth against encroachment by other uses or development that would prevent exploitation.
- Obj. M2 To safeguard against all forms of pollution resulting from mining or quarrying activities and to achieve satisfactory standards in the restoration of mined out lands.
- Obj. M3 To regulate the industry to ensure effective management of the environment, the promotion and adherence to best practices in health and safety standards.
- Obj. M4 To ensure that mining is undertaken in a way that will enhance rather than destroy the environment.
- Obj. M5 To ensure minimized adverse effects on communities, the landscape, wildlife and habitats during mineral extraction.
- Obj. M6 To protect areas of importance such as environmentally sensitive areas from inappropriate mining practices.

WASTE TREATMENT AND DISPOSAL

It is important that all waste be managed and discarded in a safe manner. If not dealt with accordingly it may result in diseases and increases the problem of pollution. It is particularly imperative that liquid waste, a pollutant to the underground water resources and the coastal region be handled in an environmentally safe manner as to protect the surroundings. These objectives

FIFTH SCHEDULE, *contd.*

therefore are to ensure proper planning and development requirements and enforce environmental management standards.

- 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 the natural resources or the environment.
- Obj. WT2 To encourage reduction in the amount of waste produced and disposed of through the collection system by initiating recycling in terms of raw material and energy source.
- Obj. WT3 To encourage the development and upgrading of storm water drainage systems that are of a high carrying capacity.
- Obj. WT4 To ensure that all waste along the coastal area is properly handled and disposed of.
- Obj. WT5 To encourage a revised and improved system of solid waste collection for the parish.
- Obj. WT6 Ensure that standards for effluent disposal are met before being disposed of in public water bodies.

ENERGY GENERATION AND CONSERVATION

Efficient and sustainable energy generation and distribution is one of the most important factors which assist in a country's development. Currently the profile of Jamaica's energy sector is that of a high dependency on imported oil, and low efficiency of electricity use and generation, with only five per cent being generated from renewable sources (hydro and wind). Long-term planning for the Development Order Area's energy profile must focus on strategies that facilitate the production of clean, renewable and affordable energy to satisfy the needs of the parish and which will assist international competitiveness and encourage sustained development of the development order area.

- Obj. E1 To ensure that the parish of Saint Thomas has access to stable and adequate energy supplies which enhance its international competitiveness and improve the quality of life of householders.
- Obj. E2 To promote energy efficiency and conservation practices.
- Obj. E3 To facilitate the diversification of energy generation and supply including the use of renewable energy.
- Obj. E4 To facilitate the reduction in greenhouse gas emissions through policies that will reduce fossil fuel demand.

FIFTH SCHEDULE, *contd.*

- Obj. E5 To ensure that new developments mitigate the impact on the environment through their siting, layout and the design of energy efficient buildings.
- Obj. E6 To ensure that electricity is supplied in accordance with the settlement strategy for domestic, industrial and commercial needs where required.

RURAL ECONOMY

Agriculture and manufacturing are the main sources of commerce within the rural economy of Saint Thomas. Agriculture plays a vital part in the economy as sugar cane and bananas are the main items produced for export but other crops such as coconuts and coffee are produced. Most small farmers produce domestic and orchard crops which are the main sources of self-employment. Saint Thomas also has many factories for food/beverage processing and electrical equipment. Serge Island Dairies is also located in the parish and produce its own brand of milk, dairy and beverage products. The primary agricultural areas are found in Seaforth, Port Morant, Yallahs and Golden Grove where the majority of the land is used for sugar cane and orchard crop production. There are pockets of farmstead throughout the parish, therefore it is necessary to provide opportunities in agriculture that will facilitate and promote economic growth for all households.

Advantages could be made of heritage and eco-tourism ventures as a means of boosting the rural economy of the parish. The intention therefore is to provide development opportunities needed to maintain and sustain a strong rural economy.

- 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.
- Obj. RE2 To protect rural farm land from non-productive land uses and incompatible activities.
- Obj. RE3 To prevent the fragmentation of large agricultural lots into smaller non-productive units.
- Obj. RE4 To prevent urban or semi-urban developments encroaching onto productive farm land.
- Obj. RE5 To ensure that lands of high agricultural capability are used for agricultural purposes only.
- Obj. RE6 To increase employment opportunities and economic activities in rural areas through the identification and allocation of lands for a variety of uses.

FIFTH SCHEDULE, *contd.*

- Obj. RE7 To promote viable and vibrant rural areas with a range of activities, facilities and services that is accessible to residents of the communities.
- Obj. RE8 To disperse the economy and diversify the employment base in rural areas through manufacturing, services, tourism and culture, agriculture and mining.
- Obj. RE9 To promote an enabling and facilitating environment for the spread of diverse non-farm income generating activities, which will reduce the need for residents to leave their communities in search of work.
- Obj. RE10 To direct essential non-agricultural development in agricultural areas to poorer land wherever it is possible.
- Obj. RE11 To safeguard and improve good agricultural land and the utilization of under-used land unless there are compelling reasons to the contrary.

URBAN ECONOMY

Currently Saint Thomas has a varied economic base consisting of a range of economic activities including agriculture, fisheries and varied industrial and commercial activities. There is however the need to widen and diversify this base to ensure that more jobs are created for a wider cross section of the population. In this regard there is the potential for growth and development in such areas as service, tourism, agriculture and agro processing industries. In all local planning areas provisions will be made to encourage new and varied economic ventures geared to enhance the economic base of these areas.

- Obj. UE1 To encourage viable, vibrant and well-designed commercial nodes which are easily accessible, convenient and provide a variety of services.
- Obj. UE2 To maintain and enhance the competitiveness of businesses by encouraging manufacturing, tourism and culture in local planning areas.
- Obj. UE3 To promote urban regeneration particularly in areas requiring physical improvement and the enhancement of employment opportunities.
- Obj. UE4 To increase employment opportunities and economic activities in the urban areas through the identification and allocation of lands for manufacturing, commerce and service industries.

FIFTH SCHEDULE, *contd.*

- Obj. UE5 To encourage a range of activities, facilities and services that are easily accessible within commercial nodes.
- Obj. UE6 To locate industrial sites in areas where they are near to raw material sources, existing infrastructure and social services.
- Obj. UE7 To locate factory sites so that economic benefits are dispersed and the employment base of principal urban centres are diversified and strengthened.
- Obj. UE8 To ensure that factories are established in areas which complement other economic activities in their vicinity.
- Obj. UE9 To provide land that will ensure the balanced development of town centres with public and commercial activity areas taking into consideration potential impacts of climate change.

TOURISM

Saint Thomas possesses a rich historical background and rustic beauty which is underutilized as the tourism product in this parish has not been well developed over the years. The Parish's relatively close proximity to Portland and Kingston and St Andrew places it in an opportune position to provide support, accommodation and attractions for these parishes. There are several opportunities for non-traditional tourism ventures which may further develop the tourism product in St Thomas including farm tours, surfing and adventure tours.

- Obj. TO1 To facilitate the development of a tourist industry while protecting the environment and foster a desirable ecological balance in all areas.
- Obj. TO2 To make provisions for the development of a range of tourist attractions that complement the landscape and enhance cultural heritage.
- Obj. TO3 To encourage tourism development through the improvement of tourist facilities, amenities and support services, thus maximizing the economic and employment benefits of the population.
- Obj. TO4 To make provisions for the incorporation of small and large scale support services through development of non-traditional tourism products, thereby creating a broader economic base.
- Obj. TO5 To improve the standard of quality for services and facilities to meet the challenges of sustainable tourism development.
- Obj. TO6 To enhance the quality of and accessibility to the existing tourism infrastructure and ensure the adequacy of supporting planned tourism developments.

FIFTH SCHEDULE, *contd.*

TELECOMMUNICATIONS

New communications technology has generated the need for better electronic receiver and transmitter facilities. While demand in this area will continue to grow as it will be necessary to assess the impact of new installations on the environment and to the visual amenity of the Development Order Area. It may become necessary to introduce a system of rationalization the installation of cellular base stations, satellite dishes and antennae, *et cetera*.

- Obj. TELE1 To facilitate the installation of an effective telecommunications network in the Development Order Area that minimizes the adverse impacts to the community, and the natural and built environment.
- Obj. TELE2 To ensure that antennas and other facilities and apparatus used in telecommunications systems are located where they do not have adverse impact on the aesthetics of the surrounding areas.
- Obj. TELE3 To encourage the siting of this equipment away from public view and the sharing of facilities where possible.
- Obj. TELE4 To safeguard the development rights of properties within the development order area.

SECTORAL POLICIES

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

TRANSPORTATION AND TRAFFIC

The location of Saint Thomas along the eastern boundary of Kingston and Saint Andrew results in its increased significance as a means of access to the capital of Jamaica and other parishes in the north-eastern parts of the island. Efficient transportation is fundamental for the conveyance of people and commodities both within and outside of the parish. Saint Thomas therefore requires a transportation infrastructure programme that is concerned with the planning and development of an adequate, safe and efficient road network and transportation system which allows for maximum efficiency for all users.

FIFTH SCHEDULE, *contd.**Roads*

The majority of the road infrastructure within the parish is in need of improvement. These improvements are in the form of road widening, bridge rehabilitation as well as the requisite street furniture such as sidewalks and drains.

POLICY SP T1 The planning authorities will only grant planning permission for developments along highways and or arterial roads if located along a service road or in locations which will not impact adversely on traffic flow.

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

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

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

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

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

It is important that buildings and other permanent structures be constructed at suitable distances from main and other roads so that future improvements will not be impeded. Along a road with fast moving vehicles it is also safer for buildings to be located at sufficient distances from the roadways. This also lessens the noise which can be a disruptive element. In areas where existing reservations do not conform to the requirements wherever possible, buildings will be required to setback from the existing road reservation and no building would be allowed which would obstruct or cause greater expense to the Government.

FIFTH SCHEDULE, *contd.*

- 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.
- POLICY SP T7 The planning authorities will not grant permission for any permanent structures such as walls, fences et cetera. within the road reservation limits.

Service roads are those used for direct access to individual lots within a residential area or for access to commercial premises. Although the volume of traffic which traverses them may not be heavy there are times when these 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 it is necessary to provide a service road in the future, owners of property in the area will be required to reserve part of the frontage of their properties for this purpose and to setback their developments accordingly.

There is a high volume of pedestrian traffic within urban centres of Saint Thomas especially Morant Bay and Yallahs where many services are located in close proximity. A balance has to be maintained between the use of roadways by pedestrians and to also accommodate utility services. The installation of utility services is development and is therefore an operation which needs planning permission.

- POLICY SPT10 The planning authority will ensure that utility pole lines and installations in road reservation do not obstruct the free movement of pedestrians before applications are granted planning permission. Where possible; power, telephone and cable lines should be installed underground.
- POLICY 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 for pedestrians in this regard when new developments are undertaken.
- POLICY SP T12 The local planning authority will ensure consistency in the location of street furniture on roadways which can be hazardous to road users especially those with disabilities.

FIFTH SCHEDULE, *contd.*

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

POLICY SP T13 The corners of lots at intersections are to be splayed or rounded to facilitate visibility in accordance with the guidelines in Appendix 15.

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

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

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

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

POLICY 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 and other users of the highway and where it is possible for vehicles 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.

FIFTH SCHEDULE, *contd.*

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

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

POLICY SPT19 Traffic management and engineering measures to improve local road safety and protect the environment especially in residential areas will be supported by the local planning authority.

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

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

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

POLICY SPT22 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 SPT23 The local planning authority will ensure that road improvements and traffic management schemes have regard to the provision for public transport.

Motorists are affected by the oncoming lights of other motor vehicles especially if they fail to dim their lights. This situation could be alleviated on the dual carriageway if they are constructed with this in mind. While such roadways are for

FIFTH SCHEDULE, *contd.*

the most part absent within the parish, it is anticipated that these will be developed as the parish becomes more urbanized. Where possible the construction of two carriageways should be arranged unparallelled and be landscaped in such a way to create an anti-dazzle screen of trees and shrubs. This would shield vehicle headlights from other motorists. The same precautionary measures should be taken when service roads are constructed parallel to main roads or highways.

POLICY SP T24 Where a dual carriageway exists or a service road is constructed alongside a main road or highway, the two tracks should be unparallelled and the median 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.

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

POLICY SP T26 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 features as far as possible should be protected and enhanced for public use. Where land is left over from road works it should be landscaped and maintained as green spaces.

POLICY SP T27 Where natural features exist on improved main roads or extra land is available from road works these will be enhanced or landscaped and maintained for aesthetic purposes.

Parking

Parking is an essential element in the overall strategy for transport and its provision can have an impact on the use of the road network. Control of the size, location and type of parking may be used to help achieve an overall approach to transportation. Off-street parking provision will be necessary to protect new developments from giving rise to indiscriminate on-street parking which would be detrimental to road safety, restrict the flow of traffic or cause environmental problems. The amount of parking which is to be provided for the various activities will be as outlined in Appendix 8.

FIFTH SCHEDULE, *contd.*

- POLICY SP T28 Developers will be required to provide parking facilities within the curtilage of the site being developed for new and extended developments and all change of use in accordance with the requirements set out in Appendix 8 and the design standards in Appendix 10.
- POLICY SP T29 A standard allowance of approximately 30 square metres of parking area in practical shape (inclusive of manoeuvring space) should be made for each car parking space (Appendix 10).
- POLICY SP T30 Where a development is to be occupied by several users, each having its own space permanently, the number of parking spaces required will be calculated separately for each planning unit as outlined in Appendix 8.
- POLICY SP T31 When the use of any building is not specifically mentioned in the schedule of parking requirements or more than one use is involved, the planning authority shall determine the parking provision based upon the requirements for one of the use.
- POLICY SP T32 Where a building is divided by permanent construction into more than one use and occupancy, the number of parking bays required shall be calculated separately for each use and occupancy.

The provision of public parking resides in the hands of the local planning authority. It is essential that public parking areas are developed within each local planning area as the need arises.

- POLICY SP T33 The local planning authority will seek the introduction of controlled parking zones where parking problems are particularly serious and adversely affect the operations of shops and other businesses.
- POLICY SP T34 The planning authorities will support the development of parking garages where the need arises provided that they conform to the recommended guidelines.

On-street parking controls are effective mechanisms in 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 T35 The planning authority will allow on street short stay parking for shoppers and for the operational use of business where it is warranted and road conditions make this possible.

FIFTH SCHEDULE, *contd.*

- POLICY SP T36 Where the planning authority thinks it is necessary to protect the amenities of residential areas by means of on street parking controls, parking stickers may be issued to residents in the area.

Special parking for people with disabilities will allow them to use their automobile to do business in commercial nodes of the parish. The provision of special parking should be based on the guidelines provided in the parking standards in Appendix 8 and 10 and the internationally adopted symbol in Figure 2 should be displayed to prevent others from occupying the space.

- POLICY SP T37 New developments will be required to provide adequate parking facilities for people with disabilities in such a position that it enables safe and convenient access to the development.

- POLICY SP T38 All alterations to existing commercial, office and public buildings void of the necessary parking for persons with disabilities will be required to make the necessary changes to facilitate the disabled as a condition for approval by the relevant authorities.

For some high density housing developments, due to the lot sizes sufficient parking spaces are not available for each given lot, and as such parking is provided in car parks at convenient locations. In instances though where the car ownership ratio is high and lack of parking is eminent residents will have to park vehicles on the street occupying spaces that should be reserved for visitors.

- POLICY SP T39 The provision of parking spaces in residential developments is to 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 public assemblies are two such activities which require parking in the evenings or on days of worship respectively. Some on-site parking would still be required by these developments to meet operational needs and an element of customer demand. Agreements may be entered into between these organizations and the enterprise to make these spaces available outside their operating hours. The local planning authority should be given legal assurance regarding its availability.

- POLICY SP T40 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.

FIFTH SCHEDULE, *contd.*

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

POLICY SP T41 Where it is not feasible to provide parking to meet the local planning authority's normal requirements on site, the planning authority will consider whether it would be acceptable to have the shortfall made good on an alternative site.

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

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

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

POLICY SP T43 Where the planning authority supports parking on other sites the developer/owner will have to enter into an agreement with the planning authority making the site available for the purpose in perpetuity.

POLICY SP T44 In situations where parking is to be provided on other site or sites the application for planning permission should include all sites.

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

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

FIFTH SCHEDULE, *contd.*

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

POLICY SP T46 All car parks will have to be landscaped in accordance with criteria set out in Figure 5.

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 may have to park at the side or rear of the premises

POLICY SP T47 The places where buses and trucks pick 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 T48 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 Appendices 8 and 10.

POLICY SP T49 Loading and unloading of vehicles may be provided at the side or rear of the premises in cases where Policy SP T46 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.

POLICY SP T50 All new developments having outdoor parking lots shall make use of green parking surface techniques incorporating permeable materials with adequate drainage facility.

Transportation Centre

There are limited designated public transportation centres within the Saint Thomas Development Order Area. There is however significant reliance of public transit within the parish and as such there is the need to construct additional transportation facilities/centres within the development order area.

POLICY SP T51 All transport centres will be required to provide suitable access and amenities for the disabled.

FIFTH SCHEDULE, *contd.*

- POLICY SP T52 All transportation centres used by the public should be provided with the necessary public conveniences and amenities.
- POLICY SP T53 The planning authorities will ensure that all transportation centres have proper signage, parking bays that are properly structured and marked.
- POLICY SP T54 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 T55 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 T56 The planning authorities will not approve applications for the development of transportation centres and car parks unless the proposals are accompanied by plans showing the layout and design of adequate lighting and security features.

Air and Sea

There are no airports or major ports of entry within Saint Thomas. This should not be seen as an indication of the need not to develop any of these facilities. With the continued development of the parish and the need to diversify the means of transporting commodities and people across the island and overseas steps should be taken to preserve areas with the potential to house these facilities.

- POLICY SP T57 The planning authorities in conjunction with the relevant agencies will seek to identify lands suitable for such development and preserve them for such use as the need arises.

HOUSING

Most of the population of Saint Thomas lives in well maintained houses in pleasant residential environments. Several factors such as changing household size, age distribution and income have created great demand for new housing units over the years.

FIFTH SCHEDULE, *contd.*

- POLICY SP H1 The housing needs of Saint Thomas will be met by:
- (i) improvement of the housing stock in various areas;
 - (ii) provision of land to meet the requirements of a range of housing types in different locations depending on demand.

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

- POLICY SP H2 Proposals to change the use of residential properties will not normally be permitted unless:
- (i) The area in which the property is located has changed to such an extent that the property is no longer viable as a residential use.
 - (ii) The property is required for a community use.

The growth of urban areas is to a great extent determined by housing development. A wide range of potential housing sites will therefore be available in Growth Centres (Local Planning Areas) to conform to the Settlement Strategy.

- POLICY SP H3 Housing development should be confined to the Growth Centres selected in the Settlement Strategy of the National Physical Plan 1978 – 1998 and any subsequent revisions and no permission will be given for any large scale linear or sporadic housing development, outside of these growth centres/local planning areas.

- POLICY SP H4 New single family housing development only may be allowed in the existing confines of some villages where rationalized development is taking place.

- POLICY SP H5 In urban areas housing development will be allowed in accordance with land use and density proposals, and other criteria which have been developed for these areas in the local area plan.

- POLICY SP H6 New residential developments outside of local planning areas will normally be allowed at a maximum density of 75 h.r.h (30 h.r.a) providing that they are not sited on arable agriculture land (Class I—III) or in environmentally sensitive area and should be to the satisfaction of the appropriate authorities.

FIFTH SCHEDULE, *contd.*

In order to cater for the full range of housing needs there is necessity for a mix and balance of house types and sizes. This is due mainly to the fact that developers tend to concentrate on the high end of the market which leaves first time house purchasers with little option.

POLICY SP H7 Housing developments should incorporate a mix of housing types and sizes appropriate to the needs of the locality, particularly where the development is on a large scale.

POLICY SP H8 Where large scale housing developments are being undertaken the local planning authority will seek to ensure the inclusion of a range of housing solutions which should include those suitable for low income groups.

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

POLICY SP H9 The change of use of buildings to residential use will normally be permitted subject to employment, environmental, amenity and traffic considerations.

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

POLICY SP H10 Proposals for the use of upper floors of shop buildings for residential purposes will be considered having regard to arrangements for access and car parking and the effect of the visual character of the building.

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

POLICY SP H11 In exceptional circumstances planning permission may be granted for proposals to satisfy a local requirement where housing development would not have otherwise been permitted.

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

FIFTH SCHEDULE, *contd.*

- POLICY SP H12 No housing development will be allowed on land that is steep and unstable, vulnerable to erosion, slippage, subsidence, flooding or other natural hazards or unless satisfactory engineering works are submitted and approved by the local planning authority.
- POLICY SP H13 Density in hill areas shall be in accordance with the Hillside Development Manual for Jamaica which has been developed for these areas. Guidelines in Appendix 22 also applies.

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

- POLICY SP H14 Applications for housing development will not be considered by the local planning authority where there is an existing deficiency in the provision of water supplies or sewage services unless this deficiency can be made good within a reasonable time period.
- POLICY SP H15 Where multi-family residential development is considered outside of Local Planning Areas the maximum density allowed will be 75 h.r.h (30 h.r.a) and will be determined by material considerations such as the character of the area, the amenities available the zoning and other planning considerations to the satisfaction of the Local Planning Authority.

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

- POLICY SP H16 In single family housing development land is to be set aside for the development of play fields and other recreational activities in accordance with the requirements set out in Appendix 11.
- POLICY SP H17 In multi-family development space shall be set aside for children's play area and other amenity and recreational and landscaping purposes inclusive of that reserved for driveways, parking areas and access ways.

Infill can often provide a useful contribution to meeting an area's housing needs. Such proposals have to be viewed in the context of the changes that can be brought about in an area due to the loss of amenity. The density of the

FIFTH SCHEDULE, *contd.*

development and the privacy of the neighbouring properties will have to be taken into consideration in supporting such proposals.

POLICY SP H18 In local planning areas townhouse development at a density not exceeding 75 habitable rooms per hectare will be allowed as infill on vacant lots in single family housing development provided that sewage generated can be disposed of satisfactorily.

POLICY SP H19 Proposals on infill sites should have no adverse effect upon the character, appearance and amenity of the surrounding properties in terms of layout and design.

In an effort to have a suitable balance between the best use of land and a satisfactory residential environment it is imperative that the height and density of buildings be controlled. New buildings should be the same height as those existing and the density should respect the amenities of the surrounding areas.

POLICY SP H20 The density of new buildings will be controlled in conjunction with other appropriate environmental controls, acceptable densities being determined by the character and actual density of adjoining sites but should not exceed 75 habitable rooms per hectare.

Single dwellings occupied by two or more people living separately are regarded as houses in multiple occupations. They provide accommodation for single people on low incomes or people who require temporary locations. The creation of such accommodation is a material change of use for which planning permission is required. These could have severe impact on their surroundings hence should be balanced against the character and amenity of the surrounding area.

POLICY SP H21 Where properties are being converted to houses in multiple occupation the following guidelines will be considered:

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

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

FIFTH SCHEDULE, *contd.*

POLICY SPH22 Proposals for residential homes for the elderly will be supported having regard to the effect of the proposal on the character of the neighbourhood and any physical alterations on the character and appearance of the premises.

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

POLICY SPH23 Residential homes for the elderly will be permitted in residential areas; in conversion of large premises standing in extensive grounds and in or near the edge of towns where access to facilities can be provided.

House lots and build-on-own land have the highest potential for Saint Thomas with the greatest demand being the construction of one's own unit.

POLICY SPH24 Adequate lands will be made available in housing areas to meet the needs of individuals who are desirous of constructing their own homes.

CONSERVATION OF THE NATURAL AND BUILT
ENVIRONMENT

Increased public awareness has been placed on the natural and built environment as these affect not only the present but the future development of the parish of Saint Thomas which is rich in both the natural and built resources.

The Natural Environment

It is imperative that parks and conservation areas be enhanced and protected as they are natural resources which make life richer and more enjoyable for residents and visitors. The planning authorities will ensure that these areas are not arbitrarily developed and only compatible development will be allowed.

POLICY SPC1 Development will not normally be allowed in areas identified by the Natural Resources Conservation Authority as areas of outstanding scenic beauty, outdoor recreational potential, special scientific interest (unique flora and fauna) and watershed areas.

The coastal area of Saint Thomas is regarded as one of the outstanding natural features of Jamaica with its unique terrain, flora, fauna and beauty. It also has several fishing and bathing beaches. It is intended that these areas should be made available to the public of Jamaica and its visitors. The usage should not remove private ownership of land or exclude all development.

FIFTH SCHEDULE, *contd.*

POLICY SP C2 The planning authority will not normally grant planning permission for any development that would have an adverse effect upon any site supporting species protected by law.

The coastline of the parish is approximately 93 kilometres long and has eight bathing beaches, six fishing beaches and seven fishing and bathing beaches. It is therefore necessary to protect this area irrespective of how low keyed these beaches are at the moment as the situation could change very quickly and their popularity increase.

POLICY SP C3 No building or structure may be placed within a strip of land of a minimum width of 7.5m immediately adjoining the foreshore.

POLICY SP C4 The beaches listed in Appendix 6 will be preserved for the purposes indicated.

POLICY SP C5 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 C6 Any development along the seaward side of the coast road should be such that there is no continuous wall of buildings screening the view of the sea. The distance between contiguous buildings will be determined by the planning authority.

POLICY SP C7 No hedge or opaque fence should be constructed on the seaward side of the coast road in excess of 1.5m high without the permission of the planning authority.

There is a tendency for individuals to erect structures in coastal areas to be used as bars, restaurants, and for other forms of entertainment activities. Irrespective of the nature of these developments, planning permission must be granted from the local planning authority. This is necessary for harmony and consistency in coastal development and alignment with climate change adaptation goals.

POLICY SP C8 All plans for development along the coastal area will require the approval of the planning authority to ensure harmony of development in the area.

Swamps and other wetland areas along the coast should not be filled without permission from the appropriate agencies as this could result in environmental degradation. There are also occasions when accretion may occur after storms or hurricanes creating extra beaches or islets. These should be preserved and used for public recreational purposes, rather than on an individual basis.

FIFTH SCHEDULE, *contd.*

POLICY SPC9 Any land created by filling or accretion along the coastal area or within the territorial waters shall be used for recreational or ancillary purposes (except with prior agreement with the relevant government authorities) and where filling is contemplated due regard should be had for the public use of the area.

The Bowden and Great Morass are two major bays in Saint Thomas that have a rich ecosystem. The Bowden Bay is located on the south east coast of Saint Thomas near to the town of Port Morant. The Great Morass is located within the Plantain Garden River Watershed Management Unit.

POLICY SPC10 The Bowden and Great Morass are to be preserved as “Management Areas” and the planning authority will not grant permission for any development that will in any way conflict with this proposal.

The Blue and John Crow Mountain (BJCM) was inscribed in the UNESCO World Heritage List of July 3, 2015. The site is significant for its value as mixed site (cultural and natural values). It is also a part of the Blue and John Crow Mountains National Park. It is the home to 150 species of bird (including all 30 endemic species in Jamaica), a cloud montane forest and over 1350 flowering plants.

POLICY SPC11 The Blue and John Crow Mountains National Park are to be preserved as a conservation area and the planning authority will not grant permission for any development that will be in conflict with such purpose.

Saint Thomas generally suffers from a lack of sports and leisure facilities and it is intended that what now exists should be protected and the range of opportunities be increased. Sports and leisure facilities should be developed on sites easily accessible to local residents by both public and private organizations and new developments should be provided with children’s play area.

POLICY SPC12 Lands developed as Private Open spaces do not necessarily mean that such lands are free and open to the general public, or that it will be purchased by government.

POLICY SPC13 Planning permission will not normally be granted for the non-recreational development of private playing fields and associated buildings unless satisfactory alternative provision is made to meet the requirements so lost or the loss can be ameliorated in the new development.

POLICY SPC14 Where possible, no Municipal Corporation owned lands designated as open space should be disposed of. Where such land is to be used for another public purpose, an

FIFTH SCHEDULE, *contd.*

equivalent and suitable site should be acquired in the immediate area for this purpose.

- POLICY SPC15 Existing open space will be conserved and new public open space for sports and recreational uses such as children's play areas should be provided in new developments.

Sometimes there may be a need to establish public facilities in an area and the only available land is that which is being used as a park or for recreational purposes. Such facilities will have to be assessed against the present use of the land before it is released. In such circumstances the possibility of using only a portion should be considered so as not to eliminate the open space activities altogether. Where the lands are in a protected area they should be left in their natural state and alternative sites sought.

- POLICY SPC16 Except as required for other public purposes, publicly owned land designated as park or open space will be used only for that purpose. Lands within environmentally protected areas should remain in their natural state for the enjoyment of the public.

Most of the urban areas within the parish have limited organized amenity spaces and these have to be protected. Where the removal of any of these is necessary, it should only be supported in areas with an excessive amount. There is also to be no significant effects on adjacent areas.

- POLICY SPC17 Planning permission will not normally be granted for any development which would result in the loss of any amenity area within the built up areas unless there will be no significant effect upon the environment and amenity of the surrounding area.

On some of the roadways in the parish there are portions of land in the reservation not used as part of the carriageway. These sometimes have clumps of trees or boulders which can be made attractive to travellers. Squatters should not be allowed to "take over" these areas for any other use.

- POLICY SPC18 Where space permits in road reserves clumps of trees, shrubs and boulders should be allowed to remain until required for road widening. However where the surrounding landscape is devoid of these, the reservation should be landscaped.

Towns should have their own identities and peculiarities that make them distinctly different from each other. This could be done through the maintenance of a green corridor or strategic gap. Only compatible developments will be allowed in these areas.

FIFTH SCHEDULE, *contd.*

- POLICY SPC19 The class and nature of development in green areas connecting towns and villages to each other (strategic gaps) will be severely restricted to prevent coalescence and maintain openness of the area.

Landscaping contributes significantly to the quality of the environment especially in built up areas. Planting and other landscaping can screen unsightly buildings or land uses and assist natural conservation in some circumstances. It can also enhance the appearance of development by providing texture and pattern and ensure that developments reflect the character of areas of high town scape quality where this is a major feature.

- POLICY SPC20 Good quality hard and soft landscape are to be provided as an integral part of any development proposal where it is necessary to enhance the environment and also help to integrate that development into its surroundings.

- POLICY SPC21 No development will be permitted which conflicts with the need to safeguard and enhance the landscape and townscape features which contribute to the identity of the areas.

- POLICY SPC22 Planning permission will not be granted for any development which would have a detrimental impact on significant views of the mountains, plains and sea from vantage points along scenic routes.

This green aspect is widely recognized as intrinsic to its environmental quality. Growing public awareness of the need to respect the potential ecological significance is providing great support for this green feature. Change is an inevitable and continuing process which although necessary, can be positive if executed with sensitive control.

- POLICY SPC23 Planning permission will not normally be granted for any development which would result in the significant loss of any trees within the built up area unless there will be no effect upon the environment and amenity of the surrounding area.

- POLICY SPC24 The planning authorities will grant permission for new developments only if there is an appropriate landscape plan. Details at the planning application stage should accurately identify planting area, including details of plant species, size, densities in each location and existing proposed services.

- POLICY SPC25 The planning authorities will normally refuse planning permission for any development that will have a detrimental effect on conservation areas/sites of natural value.

FIFTH SCHEDULE, *contd.*

- POLICY SP C26 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.
- POLICY SP C27 The planning authorities will resist the destruction of trees or clusters of trees which are of amenity value and will if necessary encourage the local authority to place Tree Preservation Orders on such trees to ensure protection.
- POLICY SP C28 The planning authorities will ensure that environmentally sensitive or vulnerable areas should be reserved as natural areas and greenbelt preserves and recreation whenever possible and used as open space buffers between incompatible land uses.

The protection of existing vegetation and open water which positively enhance the amenity of the development 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 C29 The planning authorities will not consider applications for development which do not show all vegetation, ponds and ditches which are to be retained during construction with details for their protection during the period.
- POLICY SP C30 Planning permission will not be granted for any development which infringes directly or indirectly (through felling, lopping, topping, pruning, changes to drainage patterns or ground levels, severance or compaction of roads), on woodland areas to be identified on the proposed land use map.
- POLICY SP C31 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.

The Cambridge—Albion section in Llandewey has been recommended by the NEPA Thematic Report October (2010), for preservation. This is due to the presence of endemic species namely the Yellow Billed Parrot, Jamaican Owl and Jamaican

FIFTH SCHEDULE, *contd.*

Euphonia. Also located is the Judgement Cliff in Mount Sinai, a sheer mountain that stands more than 1,000 feet high and was formed from the 1692 earthquake which caused heavy land slippage within the area. The cliff and its environs are also home to some of the country's endemic species.

- POLICY SP C32 The local planning authority will not grant planning permission for any development that will destroy or result in the large scale removal of flora and fauna from the Cambridge-Albion preservation area.

The Built Environment

An essential part of the built environment is the protection of the exterior feature of buildings from unsympathetic change. The architectural character of an area can be enhanced by protecting those buildings which are important in their own right or which has some special characteristic. The maintenance and adoption of existing buildings will therefore be encouraged.

- POLICY SP C33 A high standard of design, materials, and construction will be required in areas where buildings of special architectural or historical interest are located.
- POLICY SP C34 The design and character of a new building, should as far as possible be in keeping with the scale and character of the existing buildings around them.
- POLICY SP C35 The conversion or alteration of any existing building should be of a high standard of design and be in sympathy with the existing built environment.

When a site is being redeveloped there is always a temptation to demolish all the existing buildings. While the benefits of this procedure can be easily appreciated, consideration should be given to the character of the environment and what such changes could mean. Buildings should not be demolished just to simplify a process but should instead be assessed and protected if the features warrant same. However the scale of development may be such that protection of the old building is not expedient. When this occurs there may be no solution but to design a new complex.

- POLICY SP C36 In the redevelopment of a site any building which can be used should be retained rather than a new one being constructed in its stead.
- POLICY SP C37 The demolition of existing buildings of historic interest will only be allowed if it is not compatible with the design and character of the proposed development.

FIFTH SCHEDULE, *contd.*

Buildings with a distinctive façade contribute to the building or street architecture and should be preserved and not arbitrarily be replaced. If a new building has to be provided it should be in keeping with the character of those already existing in the area. In dealing with shopping/commercial applications it will be necessary to control the design and arrangement of buildings and structures, access and circulation and the relation to the surroundings to ensure efficient functioning and adequate protection to adjacent and nearby residential areas.

POLICY SP C38 The design of shopping centres and other commercial developments should have due regard for convenience and safety of the public and adequate protection and separation should be provided for contiguous and nearby residential property.

POLICY SP C39 The character of shop fronts and other commercial buildings which are of architectural or historic interest should be maintained and enhanced and others made to conform as much as is practicable.

Insensitively sited high buildings, especially those over two storeys can often intrude upon scenic views. These will therefore be restricted to the height of surrounding developments where their visual impact will be minimal.

POLICY SP C40 Proposals for buildings over two storeys 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 C41 No permission will be given for the erection of buildings over two storeys within an area regarded as in appropriate for such buildings or in or adjacent to sight lines between strategic view points and landmarks.

The height of building and fences can destroy the amenities of open areas especially along road ways where views are a characteristic feature. Saint Thomas' scenic areas should be protected from this practice by ensuring that these obstructions are controlled.

POLICY SP C42 No structure, be it building, wall or fence will be permitted which obscures the view from any point along the roadways.

Billboards and other advertising signs also destroy the amenities of an area and care should be taken in the siting of such structures. This should not only apply to areas where views are blocked but in other landscaped areas as well.

POLICY SP C43 Advertisement will not be allowed in any category of landscape, other than signs which give direction and should be in keeping with the guidelines in Appendix 18.

FIFTH SCHEDULE, *contd.*

Overwater structure developments in commercial, tourism, and other hospitality developments can impact on the ecological functions of the marine environment. The design, siting, construction and operations of such developments should be properly monitored to ensure that planning takes place in a sustainable and harmonious manner so that marine resources are protected.

POLICY SP C44 The development of overwater structures will not be permitted in the following areas:

- (a) areas within 100m from a coral reef;
- (b) declared public, bathing and fishing beaches;
- (c) fish sanctuaries;
- (d) marine protected areas;
- (e) navigational channels;
- (f) within 100m of river mouths and drainage features;
- (g) areas with 30m of mangroves and riparian forests;
- (h) exposed and high energy coast line;
- (i) within 30m of underground infrastructures example cables and pipelines;
- (j) proposed development areas with 30% or more sea grass coverage.

POLICY SP C45 Overwater structures shall be in accordance with the Overwater Structures Planning Guideline.

Historical, Archaeological Sites and Buildings

Saint Thomas is rich in relics of the past but not all are listed as historic and archaeological sites by the Jamaica National Heritage Trust. These sites and buildings having particular historical, archaeological or architectural significance should be preserved for the benefit of both residents and visitors as these are important linkages with our past heritage.

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

POLICY SP C46 Permission will not be given for any development within the vicinity of any listed sites and monuments, without approval from the Jamaica National Heritage Trust.

FIFTH SCHEDULE, *contd.*

POLICY SP C47 The planning authority will normally refuse planning permission for development which would damage or destroy the setting of monuments, historic landscape and important archaeological sites.

POLICY SP C48 Before granting permission for the demolition of any building or the development of any site with historic or archaeological buildings, the planning authority may require the developer to provide information regarding the importance of the site and the impact of the development. In certain cases such an assessment may involve an evaluation excavation.

It is hoped that owners of property on which there are historic relics will restore and preserve them or cause them to be preserved and restored within a compatible environment and within the context of viable development where this is contemplated. It is in the country's interest to conserve and enhance this inherited resource particularly as it is one which is not diminished by usage.

POLICY SP C49 The planning authorities will support and encourage the identification, recording, protection and enhancement of archaeological sites, monuments and historic landscape features and will not approve permission for development which would lead to damage or destruction unless discussed with the Jamaica National Heritage Trust special justification can be demonstrated.

POLICY SP C50 The monuments listed in Appendix 3 by the Jamaica National Heritage Trust as well as the sites and buildings having particular beauty or historic, archaeological and architectural significance (Appendix 4) will be protected and permission for development in the listed areas will only be allowed after consultation with the Jamaica National Heritage Trust.

POLICY SP C51 The demolition of buildings with archaeological or historic features will only be allowed if there is no practical alternative.

Where the restoration of a building is to take place the architect and, or owners may be inclined to change existing features that are not current. The planning authorities will discourage such actions and will at all times endeavour to ensure that the original design is maintained especially if it is in a location with similar architecture.

POLICY SP C52 Where works of restoration are necessary for any development every effort should be made to ensure that the original design is preserved.

Owners of listed buildings tend to neglect these especially since no public assistance is received for their maintenance. The situation is worse if they are not

FIFTH SCHEDULE, *contd.*

occupying the buildings themselves. The planning authority will encourage the proper maintenance of such buildings if these are in a location where public safety is threatened.

POLICY SP C53 The owners of listed buildings will be encouraged to undertake the necessary maintenance and repair of these buildings so as to ensure preservation.

Buildings may have certain archaeological or historical features which need to be protected for posterity. If these have to be demolished then arrangements should be made for the related information to be recorded so that this will not be lost and can therefore be readily retrieved when required.

POLICY SP C54 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.

RURAL ECONOMY

Saint Thomas strives on a diverse rural economy. There is a developed agriculture industry, a strong mining sector, commerce, and fishing. Agriculture remains one of the main sources of employment with significant contribution to the economy of the parish. Sugar cane is cultivated extensively at Golden Grove and Duckenfield. There are also many small farmers who practise mixed farming such as bananas, coconuts and coffee which are planted for both domestic and commercial purposes. The fishing industry also plays an important role in the economy of the development order area. Given the key role of agriculture in rural development and food security, it is essential that lands of high agricultural value be protected and rationalized to safeguard the economy of rural areas.

POLICY SP RE1 Land of agricultural potential will be preserved and conserved for productive agricultural use and priority will be given to agricultural uses over other planning considerations.

POLICY SP RE2 There will be a presumption against the fragmentation of arable lands (Class I — Class III) which diminishes the amount of productive or potentially productive agriculture land in rural areas. (See Appendix 19)

It is common for development on poor agricultural lands to filter to good agricultural lands that are in close proximity. This occurs because of the pressing demand for uses other than agriculture and in many cases the agricultural potential is lost.

POLICY SP RE3 The planning authorities will not normally support development on poor agricultural land if it will in any way jeopardize the existence of good agricultural land.

FIFTH SCHEDULE, *contd.*

There are a number of agricultural activities that do not require lands of high capability. In these situations land of lower capability may be used for agricultural purposes especially in the rearing of animals such as pigs and poultry.

POLICY SP RE4 Activities such as poultry and pig rearing which are not dependent on soil capability and which contribute significantly to the rural economy will be encouraged on agricultural land where it is possible to do so. (Class IV –V).

Agriculture has been and will continue to be a major contributor to the economy and livelihood of the residents in rural Saint Thomas. There are several large land holdings on which extensive farming is practiced. The situation may arise whereby it will be necessary to subdivide large agricultural holdings into smaller sized plots for farming. This should not affect the agricultural potential of the parcel being subdivided. However, to prevent fragmentation a minimum of two hectares in Classes I — III is recommended. In Class IV and above the minimum lot size is expected to be greater. Where land is required for activities other than agriculture, Class IV and above should be used.

POLICY SP RE5 In order to prevent the fragmentation of good agricultural lands under normal circumstances lot sizes should be a minimum of 2 hectares for crops and grazing animals on soils of high capability with sizes increasing considerably on soils of lower capability.

The undertaking of agriculture as a viable enterprise requires the provision of market facilities and other distribution outlets in suitable locations. The planning authorities will support such facilities.

POLICY SP RE6 Development will normally be permitted where this is necessary for the distribution of produce to and from local farms and which are not in conflict with any planning considerations.

Expansion of the rural economic base can be achieved through the diversification of agriculture and the reuse of abandoned buildings for various purposes. However, the location of these buildings is of major importance in justifying their use as reuse will not be encouraged in areas which will result in the movement of extra traffic onto unsuitable rural roads.

POLICY SP RE7 Recreation, light industry, educational and tourist related activities will be supported within abandoned buildings provided such change would not in any way be detrimental to the character of the countryside.

FIFTH SCHEDULE, *contd.*

With the thrust in eco-tourism it is inevitable that some development will take place in the rural areas. It is therefore essential that adverse impacts on various resources be kept to a minimum while preserving the character of the area.

POLICY SP RE8 Any development which is allowed in the rural areas (including agricultural and horticultural buildings for which planning permission is required) will have to be designed and sited in such a way that any adverse effect on farming or public enjoyment of these areas is kept to a minimum.

Tourism related activities may be encouraged by the planning authorities in specific rural areas. This could widen the base of the rural economy and prevent over dependence on agriculture. These may include guest houses, villas or cabins, or other suitable holiday accommodation, and small business. These developments should not be detrimental to the rural environment or the surrounding uses of the area.

POLICY SP RE9 Extensions to existing buildings or the erection of new ones to accommodate guests and appropriate small businesses activity will normally be supported by the planning authorities provided that there are adequate amenities and the character of the building and its locality will not be affected.

The development of craft industries in the home especially for sale to tourists can bring added income to families with the requisite skills. These should not be un-neighbourly activities and should at all times be appropriate environmentally.

POLICY SP RE10 The planning authorities will support the, establishment of small scale craft industries or other income generating activities in homes or adjacent to a rural settlement which will not be a nuisance to the neighbours, or have any adverse impact on the environment.

POLICY SP RE11 The planning authorities will normally support proposals for the improvement of industries or the establishment of new ones which will strengthen the rural economy, as long as the character of the area is not compromised with respect to the environment and surrounding uses.

In the rural areas quarries will be determined by the economies of location of suitable material in relation to the consumption area (e.g. block making areas, *et cetera*) but will be strictly conditional on environmental and aesthetic considerations such as noise, dust, smoke, traffic and visual effect. Operators will be encouraged to complete the operation and restore the land in the shortest possible time.

FIFTH SCHEDULE, *contd.*

- POLICY SP RE12 All operations concerned with and ancillary to quarrying activities constitute development and as such require planning permission from the planning authorities.
- POLICY SP RE13 The planning authorities will give due regard to the protection of the environment and natural conservation when dealing with quarrying activities or related activities in environmentally sensitive areas.
- POLICY SP RE14 All mined out quarried lands are to be restored to its original vegetative state, or to a level which is satisfactory to the planning authorities and other related agencies.

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

- POLICY SP RE15 The planning authorities will normally support the establishment of agro industries which strengthen the rural economy in suitable locations in keeping with the character and environmental quality of the area.

In the sugar industry, it may be necessary to house a worker or workers in close proximity to the centre of activities. In such situations the use of good agricultural land for building purposes may be considered. However, there should be a justifiable need.

- POLICY SP RE16 Dwellings of a temporary nature for special agricultural workers outside existing settlements and in particular locations and agricultural buildings where it is of a type and size appropriate to its purpose may be allowed on good agricultural land if there are no other viable solutions.

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

- POLICY SP RE17 Development essential for agricultural production outside the urban fence will normally be permitted provided that there is no conflict with other important rural area resources and no adverse impact on the appearance of the surrounding area.

FIFTH SCHEDULE, *contd.*

There are a number of fishing beaches located along the coast (See Appendix 6). A significant amount of persons especially in Port Morant and Morant Bay depend on the fishing industry for their livelihood. The planning authorities will seek to protect local fishing beaches and support the improvement of these facilities.

POLICY SP RE18 The planning authorities will seek to enhance and protect the beaches listed at Appendix 6 as public fishing beaches and only activities related to the fishing industry will be given planning permission at these locations.

There has been a decline in the local output from ocean fishing. This can be attributed to over-fishing of the inshore banks coupled with a reliance on traditional fishing techniques over the years. Alternative practices such as aquaculture and or inland fisheries will be encouraged in an effort to sustain livelihood. The planning authorities will support the establishment of aquaculture proposals and inland fisheries in suitable locations. The relevant authorities will have to closely monitor such ponds so as to ensure compatibility with the environment.

POLICY SP RE19 The planning authorities will ensure that fish ponds and related facilities are established in suitable locations which are compatible and will not have any detrimental environmental effects.

Greenhouses and other large buildings for intensive agricultural production often have fairly limited life. The existence of empty or derelict buildings of this type will not be acceptable as a case for permitting non-agricultural development in a location which would be inappropriate. The building should be demolished and the site restored to agricultural use when no longer required.

POLICY SP RE20 Development (including greenhouses) associated with horticulture and intensive agricultural production not dependent on the quality of the soil will not be permitted if it will jeopardize the long term availability of agricultural land (Classes I — III) or where it is accommodated near to housing.

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. These should however be located near to or within existing villages where access is readily available.

POLICY SP RE21 Permission will be granted for the establishment of small scale social facilities to meet community needs outside of local planning areas.

FIFTH SCHEDULE, *contd.*

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

POLICY SP RE22 Planning permission for development of lands of agricultural significance within the local planning area will be granted provided the land is urgently needed for development and the proposal does not prejudice the existing residential and visual amenity of the area and the necessary infrastructural being available.

URBAN ECONOMY

The economy of Saint Thomas is varied. Whereas agriculture is the main economic driver of the rural area, the urban areas are driven by manufacturing, retail, financial institutions, service industries, tourism and industrial activities.

The Development Order seeks to identify and safeguard suitable areas for the growth of urban economic activities within the parish. The Order also takes into consideration the need for local planning areas and the varied functions provided to the urban core and hinterland.

POLICY SP UE1 The local authorities will seek to develop the urban economy of the parish through the reservation and identification of suitable sites for commercial, industrial, manufacturing, tourism and office uses in local planning areas and other suitable peri-urban areas.

The local planning authority will ensure as much as possible that lands and buildings that are suitable for generating employment in urban areas are retained and expanded as required.

POLICY SP UE2 The local planning authorities will seek as much as possible to retain lands and or buildings currently in employment generating use, and development for non-employment purposes will normally be refused.

Urban areas that supplement the facilities provided in the local planning areas such as food, retail and financial services will normally be encouraged in suitable locations. It is the intention that these be expanded to provide more services and employment opportunities in the areas in which they are located.

POLICY SP UE3 The local planning authority will seek to ensure that lands are identified for a variety of services and employment opportunities in the local planning areas and other nodes in order to satisfy local needs (See Inset No. 1–9).

FIFTH SCHEDULE, *contd.*

Where shopping plazas and other such commercial developments are contemplated, uniformity of these areas must be retained. It is important that there are no unacceptable breaks in the retail frontage by the introduction of other types of activities that would obstruct the flow of shoppers.

POLICY SP UE4 Change of use from retail shops to other uses in local planning areas will normally be permitted if the retail character and vitality of the centre as a whole would not be adversely affected.

POLICY SP UE5 Proposals that will improve or otherwise modernize the commercial base of existing towns will normally be approved if they comply with environmental and developmental policies.

The local planning authorities will support investments in local planning areas and other urban areas providing that these investments will result in economic growth and benefits across the urban areas.

POLICY SP UE6 The local planning authority will consider investment proposals that comply with environmental and developmental policies in urban centres, which will increase the range and quality of local facilities and services.

POLICY SP UE7 The local planning authority will facilitate the upgrading of all public facilities and services such as water, energy, transportation and sanitation to attract investors in urban areas.

POLICY SP UE8 The local planning authority will seek to ensure that lands are available to accommodate commercial and office uses, et cetera, as identified on the land use proposal maps.

POLICY SP UE9 The local planning authority will seek to enhance and maintain all natural habitats, cultural landscapes and also ensure that investors and developers show respect for traditions and sense of place.

Where large scale commercial and office developments are proposed, the necessary public amenities should be provided for the effective operation of these facilities. The local planning authority will assess the proposal and ensure that the provision is adequate.

POLICY SP UE10 The local planning authority will only allow large scale commercial and office development that provides certain public facilities such as toilets, facilities for recycling and children's play area.

FIFTH SCHEDULE, *contd.*

Restaurants, cafes and fast food outlets are commonplace in many urban commercial areas and can also contribute to economic development of the area. The local planning authority will ensure that such facilities are located in appropriate areas and adhere to planning requirements and guidelines.

POLICY SP UE11 Planning permission for fast food outlets and restaurants will normally be allowed in appropriate locations that will not have any adverse impact on residents and the surrounding environment.

Night life is an important part of the urban fabric and contributes to the development of sustainable cities and towns. Such activities help to keep the urban areas alive. Many persons travel outside of the parish for employment and therefore spend disposable income in those areas. A vibrant nightlife will assist in providing opportunities for locals to spend disposable income within the parish. Some forms of entertainment can be a nuisance to their neighbours hence proper screening, location and building safety standards must be met.

POLICY SP UE12 Planning permission for entertainment facilities will not normally be granted where traffic problems are exacerbated, the amenities of residents would be compromised or the proposal is incompatible with the area.

POLICY SP UE13 The local planning authorities will seek to promote the preservation and or establishment of socio-cultural developments such as cinemas and museums.

Persons with disabilities are often not taken into consideration in the design of development and find it difficult to access most buildings. Sometimes when there is access it is difficult to use facilities provided. In the event of new developments or extensions to buildings the planning authorities will ensure that adequate provisions are made for these persons.

POLICY SP UE14 Developments open to the public or used for employment or educational purposes must be equipped with facilities to assist persons with special needs.

POLICY SP UE15 The relevant authorities should ensure that sidewalks are graded to accommodate access to developments for persons with disabilities.

Sometimes new businesses may be located in areas not zoned for such use. It is important that such development be integrated into the surrounding area and that the amenity of adjacent occupiers is not unduly affected.

POLICY SP UE16 In considering applications for business developments outside of the area shown on the proposed land use map for the purpose the following will be taken into consideration:

- (a) the character of the area;

FIFTH SCHEDULE, *contd.*

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

The introduction of computer networking facilities has resulted in many small-scale businesses being operated from home. This has lessened the need for business premises, at least in the early stages of the development of some businesses, as the activity is such that it is unlikely to be detrimental to neighbours.

POLICY SP UE17 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 and the residential appearance of the property is retained and such proposed use is not a nuisance to surrounding uses.

Proposed sites for the expansion or new industrial activities must be in accordance with the Jamaica National Industrial Policy. Hazardous industrial activities are a threat to human health and the surrounding environment and as such, proposals regarding hazardous industries will be given close scrutiny and will only be allowed after consultations with the relevant authorities. In some cases an Environmental Impact Assessment may be required.

POLICY SP UE18 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 and operation.

POLICY SP UE19 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.

FIFTH SCHEDULE, *contd.*

POLICY SP UE20 The local planning authority will seek to identify lands in suitable areas for the development of industrial zones where such uses should be located.

Light industrial activities such as vehicle repairs, woodworking and machine shops provide employment and valuable service for locals. However, these uses can adversely affect adjoining neighbours and are classified as “un-neighbourly uses”. Permission for these will be subject to stringent and enforceable conditions to protect surrounding residents or businesses. Where these exist in inappropriate locations, the local planning authority will ensure relocation at the earliest opportunity and will not grant permission for further intensification.

POLICY SP UE21 In dealing with proposals for light industrial uses, regard will be given to the impact on the amenities and environment of the surrounding area.

POLICY SP UE22 The local planning authority will seek the relocation of incompatible or non-permitted developments to areas zoned for such uses or other suitable locations.

Mixed use development such as residential and commercial activities occupying the same lot, may be permitted where compatible with the zoning or dominant approved uses of the area.

POLICY SP UE23 Mixed use development may be permitted in appropriate locations where the character of the area will not be adversely affected.

The influx of nonconforming uses, in areas zoned for residential land use has become prevalent in urban areas. In many cases the nonconforming uses are located along major roadways or in residential areas in proximity to business and commercial nodes. These activities include mechanical and auto repair shops and garages and can become an eyesore as operations are not carried out in an environmentally sustainable manner. These activities are known as “bad neighbour” uses and need to be placed in carefully designed areas.

POLICY SP UE24 New “bad neighbour” use development or the intensification of existing “bad neighbour” use will not be permitted.

POLICY SP UE25 The planning authorities will allow the establishment of such industries and related activities in areas where no adverse effect will be had on the character of the neighbourhood.

While agricultural practices are still a major income earner throughout the parish public markets are either non-existent or in need of repairs. The largest market is located in Morant Bay. In some local planning areas small farmers converge in the town centre to sell produce and this sometimes hinders the flow of both vehicles and pedestrians.

FIFTH SCHEDULE, *contd.*

Policy SP UE26 The local planning authority will seek to ensure that produce markets are located in all local planning areas, with the necessary facilities and amenities for operation.

In some local planning areas there may be the need for centralized points for the collection of agricultural produce. This will be especially needed where small farmers provide raw material for agro processing and other such ventures.

POLICY SP UE27 Developments will normally be permitted for the distribution and or collection of produce and supplies from the farming community.

The fishing industry provides income to several persons in the parish and has the potential to provide a greater contribution to the tourism product and economy of the area.

There are currently seventeen (17) gazetted fishing beaches in Saint Thomas where fisher folk can land vessels. However, these sites and the general development of the industry may be improved in most instances with the establishment of a modern fish market, outdoor restaurants and new and improved infrastructure.

Although fish was the main catch at the beaches, (*Panulirus* sp.) lobster, and *Strombus gigas* (conch) are also caught on a seasonal basis at some beaches.

POLICY SP UE28 The local planning authority will support developments which improve established fishing beaches, and increase the number of fishing beaches with the supporting infrastructure.

The development of the fishing industry to include mari-culture and aquaculture may be pursued in order to diversify the economic base of the parish. The local authority and relevant authorities/agencies should facilitate the development of adequate facilities with the supporting infrastructure.

POLICY SP UE29 The local planning authority will normally support developments such as mari-culture and aquaculture to diversify the economy.

There are still several large tracts of agricultural land within urban and peri-urban areas of Saint Thomas. Cultivation of coconuts, banana and other tree and root crops provide raw material for agro processing industries which have potential for further growth of the urban economy.

POLICY SP UE30 The local planning authority will normally support proposals for the establishment and or improvement of agro-processing industries as long as the character of the area is not adversely affected.

FIFTH SCHEDULE, *contd.*

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 adhoc and unsustainable manner. Deposits of limestone and aggregate occur at various locations and should be available for extraction as required.

- POLICY SP M1 MPhysical 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 delineate areas as quarry zone(s) and under normal circumstances quarrying will only be permitted in these areas and no other locations after the necessary licenses have been obtained. The number of quarries operating in any area at one time will be controlled by the demand for the material. On completion of the operations it is expected that restoration of the quarried areas will take place in the shortest possible time.

- POLICY SP M3 Mining and quarrying must be located within approved quarry zones as identified by the Commissioner of Mines, and this operation will not be permitted in any other location, except in extenuating circumstances approved by the relevant agency.
- POLICY SP M4 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.
- POLICY SP M5 All mined out and quarried lands should on completion of the activity to be restored to its original vegetative state, or to a level which is satisfactory to the local planning authority and related authorities.

Coastal sand mining (both onshore and offshore) have over time increasingly become a common occurrence in the Jamaican construction landscape; however, the coastal sand of St. Ann should not be regarded as a source for extraction. It is therefore the intention of the local planning authority to adopt a preventative approach, since the rate of generation by natural means may not be able to replenish the extraction or rate of removal which could be more rapid than the

FIFTH SCHEDULE, *contd.*

replenishment rate thus resulting in the destruction of prime beach areas of the Order Area.

- POLICY SP M6 Permission for the extraction of offshore or onshore coastal sand will not be permitted by the planning authorities except in 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.

The Blue and John Crow Mountain (BJCM) was inscribed in the UNESCO World Heritage List on July 3, 2015. The site is significant for its value as a mixed site (cultural and natural values). It is also a part of the Blue and John Crow Mountains National Park. It is the home to 150 species of bird (including all 30 endemic species in Jamaica), a cloud montane forest and over 1350 flowering plants. There should be no mining in this area to protect the cultural and natural values of the area.

- POLICY SP M7 The local planning authority will give due regard to the protection and conservation of the environment when dealing with applications which involve ore extraction or related activities in the confines of the Blue and John Crow Mountains National Park.

WASTE TREATMENT AND DISPOSAL

Sewage Disposal

The parish of Saint Thomas lacks a central sewerage system. Sewage disposal techniques are primarily by means of pit latrines, septic tanks and absorption pits. However, there are a few treatment plants in operation by the National Water Commission which includes those located in Red Hills Pen and the Yallahs Housing Estate.

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

Untreated waste water along sections of the coast could impact areas like the Great Morass Holland Bay Game Reserve and as such, developments especially those of an industrial nature need to be effectively regulated using acceptable methods.

FIFTH SCHEDULE, *contd.*

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

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

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

POLICY SP WT3 Where densities are higher than seventeen (17) dwelling units per hectare and an aggregation exceeding three hundred persons, or where otherwise necessary because of environmental conditions, the units should normally be connected to a central collection system.

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

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

POLICY SP WT5 For single family houses on lots of five hundred and sixty square metres (560 sq. m.) and larger with maximum density not exceeding eighty-six (86) persons per hectare and a total population not exceeding three hundred persons, waste disposal should be by means of septic tank and tile field or any other approved method by the appropriate agency.

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

POLICY SP WT6 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 WT7 There should be a minimum vertical distance of one metre between the bottom of a tile field and the maximum elevation of the ground water table or any layer of rock or impervious material.

FIFTH SCHEDULE, *contd.**Recycling of Grey Water*

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

- POLICY SP WT8 The collection and use of rain water and recycled grey water for some secondary uses in buildings will be encouraged and provision should be made for this in development proposals.
- POLICY SP WT9 New housing developments which are served with a piped domestic water supply system should make provision for the use of rain water/grey water for the watering of plants and gardens.
- POLICY SP WT10 Developments having large landscaped grounds, golf courses, or management of public green/ open spaces should make provision for the use of recycled water to irrigate these areas.
- POLICY SP WT11 The local planning authority will encourage the local authority to carry out the maintenance of storm water drainage systems and upgrading where necessary, particularly in light of climate change considerations (e.g. flooding, siltation and spread of mosquito-borne diseases .

Solid Waste Disposal

Solid waste in the Development Order Area is disposed of at the Church Corner Solid Waste Disposal Site (located at the mouth of the Morant River) and also to the Riverton Landfill located in Kingston. Garbage collection is managed by the National Solid Waste Management Authority, and is collected by Metropolitan Parks and Market (MPM) Waste Management Limited along with private contractors.

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

Recycling is likely to become increasingly important, due to concerns of global environmental issues and economic reasons. Any form of recycling has land use implications and location has to be provided for the activity. These uses can range

FIFTH SCHEDULE, *contd.*

from small recycling centres in housing developments or shopping areas to depot space for the sorting and handling of recycled materials.

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

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

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

POLICY SP WT15 Solid waste should be disposed of in landfill sites where possible and these should be located in areas where there will be no detrimental effect on surface or underground water resources.

POLICY SP WT16 Where landfill is used as the method of solid waste disposal there should be an acceptable scheme of restoration with the planning authorities to make the land suitable for an agreed use.

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

POLICY SP WT17 Commercial, industrial, office, and multifamily developments should provide vector/rodent proof receptacles on the premises for the storage and disposal of garbage; these receptacles must not be located along the fringes of the development.

POLICY SP WT18 Solid waste management plans showing the separation, use, and disposal of solid waste shall be submitted with development applications to the planning authority.

With development occurring within the industrial segment of the parish, adequate provision should be made for the disposal of such waste and to ensure compatibility between the industry and environment.

FIFTH SCHEDULE, *contd.*

POLICY SP WT19 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 Saint Thomas is primarily the responsibility of the Jamaica Public Service. Energy is provided through the provision of electricity which in itself is not sustainable as we grapple with increasing world oil prices. Imported petroleum accounts for ninety four percent of Jamaica's energy consumption, it is therefore imperative that alternate energy sources be identified and utilized.

There is a growing acceptance that more of the country's energy requirements will have to be produced from renewable sources such as hydro, solar and wind. Consideration will have to be given to the protection of optimal areas for such energy generation from sterilization and to development proposals for renewable energy. The local planning authority will support the establishment of such developments at suitable sites. Environmental Impact Assessments will generally be required for such developments.

POLICY SPE1 The local planning authority will be mindful to grant planning permission for alternative energy sources provided the development, including ancillary buildings and facilities, will not cause serious harm to the ecology of the area or disturbance to any receiving or transmitting system in the area.

POLICY SPE2 Renewable energy developments connected to the national grid will be safeguarded from development which would conflict with its operations.

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

POLICY SPE3 Where planning permission is required for proposals to use solar energy, applications will be considered on the basis of the visual effects of the structures proposed and the need to protect vistas and heritage buildings or sites.

POLICY SPE4 Where it is necessary to have heated water, the planning authority will require that buildings be designed so that they can make use of solar heaters.

Hydroelectric plants have operated in Jamaica for over 100 years; currently there are eight Mini-Hydro sites across the island. However there are other potential sites within the Development Order Area which may be tapped such as sections

FIFTH SCHEDULE, *contd.*

of the Negro and Green Rivers, the Yallahs River and the Wild Cane River near to Bull Bay.

POLICY SP E5 The planning authorities along with the relevant agencies will support the development of hydroelectric power generation within the Development Order Area provided that such activities are not detrimental to the environment.

Energy conservation is necessary to reduce costs and also to promote environmental practices. Encouraging energy conservation among consumers will be considered when dealing with development applications. This could best be reflected in the design, siting, orientation, and layout of the building.

POLICY SP E6 The planning authority will be mindful of energy conservation in assessing the design of development applications especially as it relates to the use of natural lighting and conservation techniques.

POLICY SP E7 The planning authority will support the heights of buildings which are such that it makes it unnecessary to install elevators or other lifting devices for goods and people.

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

POLICY SP E8 The construction of electricity substations will be supported at appropriate locations in areas where it is necessary to upgrade the supply of electricity as long as it will have no adverse impact on the environment.

POLICY SP E9 Utility substations and individual transformers located on the ground, shall be surrounded by a wall or by a security fence with a screening hedge or other aesthetically pleasing device.

POLICY SP E10 Utility pole lines and ancillary services should be sited so as to allow for road, sidewalk and sightline improvements and do not obstruct pedestrian movement.

The laying of electric wires underground is a costly and technical activity; however it is likely that the cost returns from the initial capital outlay will make that capital outlay worthwhile.

POLICY SP E11 Where it is feasible it is desirable that electric wires and cables be placed underground and appropriate markers be installed to identify the routes.

FIFTH SCHEDULE, *contd.*

TOURISM

Saint Thomas' environmental, cultural, historical and landscape qualities constitute one of its greatest resource base for the future with regard to its economic development thereby enhancing the quality of life of its residents and visitors. Consequently, the tourism product must incorporate and preserve these assets not only for the future but be the driving force for its economic, social and cultural development. However, recent development of eco- and adventure tours and attractions have seen an increase in the parish and such ventures should be encouraged.

As the parish develops the full complement of its tourism product, supporting infrastructure, services, attractions and accommodation must be sufficiently developed to meet the needs of the industry.

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 and infrastructure are available to service this type of activity.

POLICY SP TO2 In resort and urban areas permission will normally be given for hotels, conference facilities, villas and other serviced accommodation, provided concurrently with the requirements and amenities of the area.

New development to facilitate large tourism ventures will not normally be supported in the rural area. However, the extension of existing buildings and change of use of existing developed sites such as redundant farm buildings to accommodate guest houses, bed and breakfast, and self-catering accommodation will normally be acceptable. These proposals should conserve the character and appearance of the building and have no adverse effect on the character of the rural setting.

POLICY SP TO3 Proposals for new or improved tourism facilities and attractions outside of resort or urban areas will be supported at appropriate sites subject to satisfactory considerations of siting, design, environmental factors, visitor management and climate change.

While tourism development facilities are to be encouraged, the environment has to be safeguarded for the preservation of ecosystem services. Although tourism facilities which are compatible with the amenities and infrastructure will be encouraged in the urban and peri-urban areas, elsewhere small facilities and attractions may be allowed.

POLICY SP TO4 Development which improves or extends the range of tourist facilities and attractions will be permitted provided the

FIFTH SCHEDULE, *contd.*

development will not be detrimental to the character and appearance of the locality and to the amenities of nearby residents.

- POLICY SPTO5 Permission will not be granted for hotels, guest houses, and other tourism accommodation outside built up areas, except for conversion of existing buildings or appropriate extensions to existing accommodations.

Currently, there are no defined resort areas in Saint Thomas. However, several tourist attractions are provided such as the Bath Fountain and Botanical Gardens along with nature and adventure tours. Additionally, there are small hotels and guest houses located throughout the parish. While the development of the tourism product is an important economic driver, care must be taken not to create undue stress on the transport network nor interfere with the flow of vehicular traffic or pedestrian safety.

- POLICY SPTO6 Development such as restaurants and cafes, tourist information facilities and picnic areas, may be permitted at appropriate locations on roads providing the design is satisfactory to the relevant authorities.

In order to diversify the offerings in the Development Order Area, a wide variety of accommodation types, ranging from all-inclusive resorts to smaller boutique hotels should be considered. These should be sensitively designed and sited in keeping with the surrounding environment in which located and conform to the development criteria for the area.

- POLICY SPTO7 Hotels, guest houses and other tourist accommodation should be in keeping with the planning criteria established for the area in which it is located. (See Appendix 17)

In some instances where man-made and natural tourist attractions are located service facilities will be needed. These attractions and support facilities should be provided in an unobtrusive manner and at a scale and intensity which will not detract from or have any harmful effects on the surroundings.

- POLICY SPTO8 Tourism service facilities will be allowed in areas where man-made features are developed as attractions and in conservation areas providing there is no conflict with conservation policies and the design being satisfactory to the relevant authorities.

Potential ventures such as farm and heritage tours, health and cultural tourism can increase visitor expenditure within the parish. Development of these sites can highlight the rich culture and history of Saint Thomas, including maroon settlements in Quao Hill. However, consideration must be given to the protection and conservation of these sites and where feasible, the development of heritage assets into a viable product.

FIFTH SCHEDULE, *contd.*

- POLICY SP TO9 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 TO10 The local planning authority will normally support the development of tourism activities such as nature, heritage and adventure tours provided that the integrity of the environment is not compromised and the required standards are met to the satisfaction of the relevant authorities.
- POLICY SP TO11 The local planning authority will facilitate the identification and preservation of scenic routes and heritage trails.

The Tourism Master Plan 2001 encourages the development of community tourism ventures and supported cottage industries. In order to facilitate such ventures, compatible mixed uses such as residential and commercial activities or where cottage industries are developed within communities will normally be encouraged at suitable locations.

- POLICY SP TO12 The planning authorities will normally encourage mixed use development and where appropriate will ensure the protection of residential amenities and areas of environmental importance.

Visual corridors within the parish should be developed and maintained as well as views and access to the coast and other water bodies. Buildings should be sited and designed so that clear visual corridors of the sea (windows to the sea) and other identified vistas are maintained at appropriate intervals.

- POLICY SP TO13 The setback of buildings from side property boundaries shall be determined by height and density and shall not be less than 4.6 metres.
- POLICY SP TO14 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 Appendix 17 and Figure 4.
- 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 scenic routes or vistas.

Saint Thomas is not known for white sand beaches. However, this does not preclude recreational use of the coastline. Surfing has become a popular sport, specifically in the eastern parishes of Portland and St Thomas. Surfers from the Caribbean and other countries compete at the Makka Pro surfing competition, held at the Makka Beach in the community of South Haven in Yallahs.

FIFTH SCHEDULE, *contd.*

POLICY SP TO16 The local planning authority will seek to ensure the development and preservation of seaside parks and beaches and will safeguard areas such as the Makka Beach surfing site from activities which may reduce the recreational value.

The local planning authority should ensure the efficient maintenance of public open spaces, facilities and infrastructure within the parish. The Rudolph Elder Park in Morant Bay is used as a recreational space for both locals and visitors. Other areas which have potential for further development are the beaches at Lyssons and Prospect and the Bath Botanical Gardens.

POLICY SP TO17 The local planning authority will seek to ensure the development and preservation of public recreational areas and infrastructure and will safeguard these areas from development which may reduce the recreational value.

The availability of safe and well maintained transport routes to and from attractions and accommodation is an important aspect of the tourism sector as this enhances the quality of the overall visitor experience from the time of arrival to the time of departure.

POLICY SP TO18 The local planning authority will seek to improve and enhance the network of roads and related infrastructure thereby ensuring that adequate provisions are made for motor vehicles and pedestrians.

TELECOMMUNICATION

The increase in developments within the Saint Thomas Development Order Area has become a catalyst for the growth in communication technology. These technologies range from cellular towers, and other telecommunication apparatus and devices such as antennae and satellite dishes for both domestic and commercial use across the parish. Telecommunication devices for commercial purposes are larger and more prominent than those for residential purposes which are getting smaller. In today's society telecommunication plays a vital role in the economic development of a country, including the improvement of individual livelihood, community prosperity and the achievement of national development goals.

However, the siting and design of these facilities should at all times be such that no severe impact is made on the character and visual amenity of the environment. (Appendix 16).

POLICY SP TELE1 Base stations and transmission masts/towers will be approved in areas in which the environment will not be adversely affected and meet the necessary guidelines for the structures proposed as set out in Appendix 16.

FIFTH SCHEDULE, *contd.*

- POLICY SP TELE2 The Planning Authorities will facilitate the installation of telecommunication apparatus in developments where this is feasible.
- POLICY SP TELE3 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. New apparatus within urban areas should be sited on existing structures where possible.
- POLICY SP TELE4 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.

Telecommunications and 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 therefore be adopted in the location of these telecommunication devices.

- POLICY SP TELE5 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 TELE6 The relevant authorities will seek to ensure that the beam of greatest radio frequency intensity from a base station sited within or near retirement homes, educational and health facilities does not fall on any part of the grounds or buildings of the institution.
- POLICY SP TELE7 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 will be assessed to ensure protection.

FIFTH SCHEDULE, *contd.*

POLICY SP TELE8 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 can destroy the amenities of an area and threaten the health and welfare of those living in the surrounding communities. Such equipment should safely be disposed of by the network operators in accordance with any standards or guidelines provided by the relevant agencies/authorities, and appropriate measures taken to reinstate the land to its original state or as near thereto as possible.

POLICY SP TELE9 Operators of telecommunication systems shall safely dispose of obsolete equipment and restore the land to the satisfaction of the planning authority.

The installation of satellite dishes, microwave transmitters, radio masts and other telecommunication apparatus will be measured taking into consideration the impact on the character of the area. The possibility of sharing facilities will also have to be explored which could result in the reduction of the number of structures.

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 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 installed in inappropriate locations. These should be screened from public view, through design, artwork and/or landscaping to minimize the visual impact and not impinge on the amenities of the surrounding area.

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

POLICY SP TELE13 Proposals for the erection of commercial antennae within the curtilage of industrial or commercial premises will be considered taking into account the scale of the equipment in relation to its surroundings and the existence of similar

FIFTH SCHEDULE, *contd.*

equipment in the vicinity of the site. Under normal circumstances the size should not exceed 1.8m in diameter.

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

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

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

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

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

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

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

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

FIFTH SCHEDULE, *contd.*

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

POLICY SP TELE 18 In complexes such as terrace and town house development consideration may be given to the sharing of one antennae and, or satellite dish between several units.

POLICY SP TELE 19 Where there are several separate users in one building such as an apartment and office building only one antennae will be permitted for the whole building unless the others can be screened from public view.

As the technology in telecommunication equipment advances, satellite and other transmittal/receiver equipment become smaller and more powerful. Domestic satellite dishes now range in size from 45centimetres (18 inches) to 0.9metres (3 feet) and come in a variety of colours enabling one to choose the size and colour that blend with the environment. In buildings where this equipment is to be installed, requirements should also be considered at an early stage to prevent non-conforming additions later on.

POLICY SP TELE 20 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

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

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

- (a) outside of growth centres, except where it is needed to satisfy a local demand;
- (b) where adequate provisions have not been made for infrastructure and utility services;
- (c) which will destroy the natural environment, exacerbate climate risks or sterilize the enjoyment of an important resource;

FIFTH SCHEDULE, *contd.*

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

POLICY GD 2 Development will be given approval in areas that provide a healthy environment and in which the land to be developed meets the requirements and guidelines for the type of buildings and structures being proposed.

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

POLICY GD 3 The local planning authority will seek to protect trees and woodlands of public amenity value in development proposals and secure retention where necessary through the implementation of Tree Preservation Orders under the Town and Country Planning Act.

POLICY GD 4 All relevant aspects of environmental impact will be taken into consideration by the local planning authority when development proposals are being assessed and those adversely affecting existing trees or clusters of trees worthy of retention and preservation will not normally be permitted.

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

POLICY GD 5 Existing recreational open spaces will be protected and enhanced in all developments and only facilities necessary for adequate functioning and the preservation of the amenity and character of the area will be allowed.

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

FIFTH SCHEDULE, *contd.*

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

POLICY GD 7 Where a non-conforming use exists, the local planning authority will encourage its removal at its earliest convenience and during the interim will not grant any permission for extension of the facility except in extreme cases of hardships. This does not obviate the fact that it will have to be removed eventually in such circumstances.

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

POLICY GD 8 In providing facilities for the disabled the local planning authority will be guided by the relevant sections of the Development and Investment Manual and the National Building Code as guidelines in assessing development proposals.

The conservation and preservation of buildings, structures and sites of historical, architectural and archaeological importance is of keen interest to the local planning authority. The list in Appendices 3, 4, and 5 provides information on such 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 historical importance 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 metres of the sites of archaeological significance the local planning authority will consult with the Jamaica National Heritage Trust for comments and advice.

FIFTH SCHEDULE, *contd.*

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

POLICY GD 11 New “bad neighbour” use developments or the extension or intensification of these outside of designated areas will not be permitted.

POLICY GD 12 “Bad neighbour” uses will be confined to special sites such as industrial zones except where it can be shown that the proposal is not suited to the sites available.

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

POLICY GD 13 Developments taking place in Saint Thomas where potable piped water is not available provisions for the collection of rain water should continue.

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

POLICY GD 14 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 as a result of the development. Adequate setbacks considering climate change will be applied to development planning applications.

Doctors’ and dentists’ offices need to be located as near as possible to their catchment population. Such practice can often occupy most of the space within a sizeable dwelling and whilst house conversions to provide offices can cause loss of residential accommodations this is acceptable in principle because the need for

FIFTH SCHEDULE, *contd.*

a convenient location is important. However such conversions or any new offices will have to conform to the vehicle parking requirements in Appendix 8.

POLICY GD 15 The local planning authority will support proposals for the change of use of buildings from residential to medical and dental offices in appropriate locations and premises.

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

POLICY GD 16 The provision of facilities for a wide range of sports, arts and other facilities will be encouraged in appropriate locations throughout the parish to meet the needs of all residents.

POLICY GD 17 The local planning authority will maintain and where possible improve the provision of land for active and passive open air leisure activities throughout the parish.

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

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

THE DESIGN OF NEW DEVELOPMENTS

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

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

FIFTH SCHEDULE, *contd.*

- POLICY GD 20 Planning permission will not be granted for any development which would have a significant or adverse effect upon amenity and privacy of adjoining properties.
- POLICY GD 21 All single family single storey residential buildings and horizontal multiple housing will be required to be setback a minimum of 1.2 metres from side property boundaries and a distance to be decided by the local planning authority from rear property boundary to the farthest projection of the building at ground level plus 0.6m for each storey above the storey or partial storey at ground level to allow for side and rear yards.

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

- POLICY GD 22 A landscaping plan should accompany the submission of an application to the local planning authority for resort, townhouse and apartment development and no operations should take place on the site before permission is received for the application.
- POLICY GD 23 New developments will be expected to conserve any wildlife features that exist on the site and create appropriate wildlife habitats and sanctuaries where possible.

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

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

In subdividing land a variety of street design such as grid, modified grid, curve linear, cul-de-sacs, loops and P-loops and a variety of housing types and design

FIFTH SCHEDULE, *contd.*

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

POLICY GD 25 In considering sub-division applications the local planning authority will pay special attention to the design of the road network and will ensure the coordination of the sub division of contiguous properties through the continuation of roads into lands which have not yet been sub divided in order to integrate utility and public services and other activities.

POLICY GD 26 In granting permission for the development of land, due consideration will be given to the standards of amenity already established in the area and any departure to provisions which are lower will be permitted only on the merits of the case.

POLICY GD 27 The land required to be set aside to meet community needs in residential subdivision should not be pieces left as unsuitable for housing development but land of appropriate dimensions, shape slope and location in accordance with the requirements set out in Appendix 11, (Residential Density, Standards and Control).

POLICY GD 28 In reserving land for open space in large subdivisions, the local planning authority will give consideration to the provision of larger parcel on which playfields can be located rather than several small ones which can only be used for passive recreational purposes. A mixture of both may be acceptable, depending on the circumstances.

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

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

FIFTH SCHEDULE, *contd.*

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

POLICY GD 30 Site development standards including density, plot coverage, building heights and other requirements will be used in accordance with Appendix 11 to guide the types of development that can take place within an area.

Roads provide the basic framework around which new neighbourhoods are developed. This establishes the neighbourhood structure and has a major influence on the visual and functional character of emerging communities. All subdivisions must be connected to an existing network in accordance with Appendices 7 and 15. Traffic generation and its impact on the road system will be taken into account when new development proposals are being considered. Importance will be given to safety and environmental factors at all times.

POLICY GD 31 All road networks in new developments will be required to be designed in accordance with the Road Schedule Guidelines in Appendix 7 to provide satisfactory vehicular entrance/exit crossover and appropriate circulation within the site.

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

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

Parking is an integral part of the overall Transport Policy and the requirements, standards and design criteria are set out in the Appendices for all categories of buildings to ensure that an adequate amount is provided for each development. The spaces should be located within the building line on the premises in such a manner that it will not be injurious to the amenities of adjoining premises.

FIFTH SCHEDULE, *contd.*

Landscaping should be provided, especially in commercial areas as shown in Figure 5. The bays should be designed to allow for the manoeuvring of vehicles.

POLICY GD 33 The provision of car parking will be in accordance with the requirements indicated in Appendix 8 to ensure adequate provisions of off street parking spaces. The standards and parking bays shall be provided in accordance with guidelines in Appendix 10 and Figures 3 and 5 and no development will be approved that is not in conformity except in extraordinary circumstances.

Shop fronts are important visual elements in a commercial area and can contribute significantly to its attractive quality if 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. They should not obscure or damage the existing architectural features nor detract from the property. New shops should be adjacent to those already existing rather than being isolated.

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

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

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

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

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

New developments may take the form of infill which is the replacement of individual buildings in a housing development or the construction of buildings on vacant lots within a partially developed subdivision. Developments should be closely related to the surroundings and should enhance the appearance and character of such areas. The density should not adversely affect the surrounding amenities.

FIFTH SCHEDULE, *contd.*

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

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

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

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

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

POLICY GD 41 All proposals for development are required to be of a high standard of design, have a satisfactory means of access, adequate car parking facilities (See Appendix 8), provide a high standard of landscaping where appropriate and avoid conflict with adjoining uses.

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

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

FIFTH SCHEDULE, *contd.*

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

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

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

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

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

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

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

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

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

FIFTH SCHEDULE, *contd.*

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

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

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

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

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

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

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

POLICY GD 51 During the construction stage of a development all possible source of fugitive dust generation should be sprinkled to avoid the dispersion of dust to surrounding areas. Trucks transporting construction materials are to be covered.

FIFTH SCHEDULE, *contd.*

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

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

NEW SETTLEMENTS

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

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

- POLICY GD 54 All proposals for new settlements should include the necessary social amenities, physical infrastructure and facilities needed for the residents bearing in mind the implications of climate change.

New settlements should not be dependent on existing Parish Council's roads for direct access to individual buildings but should have an independent service road system. These should be connected to other existing roads in the hierarchical system to provide access to other areas. (See Appendix 7).

- POLICY GD 55 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 to ensure that proper development standards are met for the safety of residents.

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

FIFTH SCHEDULE, *contd.*

There are several well established villages scattered throughout the parish which are not considered as local planning areas/growth centres. These areas are not zoned and are shown on the land use proposal maps as “white areas”. Where this situation occurs future residential developments can be accommodated. However, such lands should be kept in the existing use or be used for agriculture until required for development. This would however, be dependent upon the various services and amenities being available.

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

ENERGY GENERATION

The parish of Saint Thomas relies on the national grid for electricity supply. Developments providing alternative sources of energy should be encouraged. Scattered settlement patterns should be avoided so that service can be concentrated in communities to reduce development costs. All efforts should be taken to reduce demand on fossil fuels in line with the National Energy Policy and climate change considerations.

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

COASTAL DEVELOPMENT

The coastline of Saint Thomas measures approximately ninety (90) kilometres in length extending from Bull Bay in the west to Hectors River in the east. There are several developed and undeveloped sections of the coastline and it is the role of

FIFTH SCHEDULE, *contd.*

the planning system to ensure that development occurs in a sustainable manner which will conserve and where appropriate protect the environmental quality and recreational opportunities of the coastal areas. The limit of the coastal zone (see land use proposal map) varies in different areas, depending on the physical characteristics that exist. In all instances its boundary is the mean low water mark in the seaward direction and the edge of development or roadway in the landward direction.

The policies will be dealt with under three headings.

Undeveloped Coast

The undeveloped coasts are areas where no development has yet taken place and maybe preserved for its landscape value and the natural conservation interest. It is expected that planned development will occur in due course but during the interim the local planning authority will endeavour to safeguard it from unplanned development.

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

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

Regard will be paid to the visual and physical impact of coastal development, particularly on the undeveloped coast. Developments should be sited such that the public has unrestricted movement along the coast line and a clear view of the sea from the road. Additionally, where development is approved, conditions will be imposed to minimize any adverse impact on the environment.

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

POLICY UC 4 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

FIFTH SCHEDULE, *contd.*

not be detrimental to the environmental quality of the surrounding areas.

There are several beaches as is indicated in Appendix 6 that are important to the economy and recreation of the parish. These beaches should be developed to the degree that ensures their usefulness and safety without destroying their natural beauty.

POLICY UC 5 The development of beaches within the parish will be allowed to the degree that ensures usefulness and safety without impairing the natural significance.

There are certain industries which by their nature will require a coastal location. These include ports or marinas, coastal marine farms, and some energy schemes. Large development proposals are likely to present the greatest threat to the natural, cultural or scenic environment but the cumulative effect of smaller developments can be just as damaging. In considering applications for the location of any of these activities the planning authority will ensure that there is no conflict with existing uses or diminishing of the site's development potential. Applications for major developments on the coast are likely to require an environmental impact assessment.

POLICY UC 6 There will be a general presumption against new industrial development along the undeveloped coast unless it can be demonstrated:

1. the required infrastructure are available or will be put in place concurrently with the development;
2. through robust reasoned justification, that no other suitable site exists elsewhere along the developed coast or within existing settlements;
3. that the social and economic benefits of the proposed development outweigh the potential detrimental impact on the undeveloped coastal environment.

POLICY UC 7 The local planning authority will normally consider development proposals for the establishment of coastal dependent industries which will not impact adversely on the coastal environment

POLICY UC 8 The local planning authority will take into consideration, the cumulative impact of industrial development when assessing proposals for development along the undeveloped coast.

FIFTH SCHEDULE, *contd.*

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. 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 9 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.

Developed and Partially Developed Coast

The developed and partially developed coast are areas in which development has already taken place but vacant areas still exist which are expected to be developed in the future. Proposed developments within this area will be cognizant of those existing and where possible and desirable conform to these standards.

- POLICY DC 1 The height of proposed new buildings should not exceed two (2) storeys. The development should be arranged in clusters, to ensure an unobstructed view of the sea and public access to the beaches.

- POLICY DC 2 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 Development

These consist of policies that can apply generally along the coast, whether or not the development proposals fall into the two previous categories. It is intended that the policies will preserve the unique landscape and character of the coastline. New development should not compromise the existing landscape setting and major visual corridors in and around these areas should be maintained. Building, siting, design and landscaping should be such that clear 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, particularly any seaward limits in respect of climate change. Buildings should not be obtrusive and the architectural expression should be low keyed.

FIFTH SCHEDULE, *contd.*

- POLICY CD 1 The setback of buildings from side property boundaries shall be determined by their height and density and shall not be less than 4.6 metres for single storey building.
- 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 that they avoid any adverse effect on the general character of the existing coastline in the area in which located.

Because of the scenic value of the Development Order Area's coastline, great care has to be taken to ensure that development is compatible with the environment and will in no way significantly affect the vegetation. It has to be designed in such a way that there will be very little alteration to significant stands of vegetation.

- POLICY CD 5 Development proposals should be accompanied by a comprehensive landscape plan which shows the location species and size of all major vegetation to be removed, retained or planted.
- POLICY CD 6 Only those forms of development which will not result in any significant alteration to the existing topography or any reduction in significant stands of vegetation will be permitted by the planning authority.
- POLICY CD 7 No development will be allowed in wooded areas which would adversely affect the homogeneity or integrity of these areas. Developments should be sensitive to the ecology of the area, and should 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 control of adjoining development and of such development inland, the effluent from which might be harmful to the marine area, irrespective of how it reaches to the coast. Development proposals are to be examined with regard to prevention and/or control of pollution particularly in the most sensitive areas along the coast.

FIFTH SCHEDULE, *contd.*

POLICY CD 8 Development along the coast will only be allowed by the local planning authority if such proposals would not be detrimental to the environmental quality of the surrounding areas.

The Bowden Bay environ is a sensitive ecological area within the parish of Saint Thomas and includes the Bowden Fish Sanctuary which has significantly contributed to oyster cultivation within Jamaica.

POLICY CD 9 All development proposals within the Bowden Bay area will be examined on an individual basis and will require the approval of the relevant Ministry or government agency with responsibility for fisheries.

RURAL AREA POLICIES

The rural areas of St. Thomas comprise a range of landscape consisting of undulating topography with knolls to flat lands which dominate the southern sections of the parish. The agricultural potential has to be examined in connection with the rural economy. Proposals which would bring about the loss of agricultural land will not be supported unless there is a particular need for the development and no alternative site of a lower grade land is available which would not result in the fragmentation of a farm holding threatening its continual viability.

POLICY RAP 1 Proposals for the development including change of use of good agricultural lands will only be permitted in exceptional circumstances. Proposals involving land of moderate or poor quality will be permitted unless the cessation of agricultural use would prejudice the viability of local farms.

Lands of high agricultural quality (Class I – III) should be protected 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 uses except areas of nature conservation and high landscape value.

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

POLICY RAP 3 Development which results in a loss of productive agricultural land or reduction in the viability of farm buildings will not be permitted unless it can be demonstrated that the need for the development overrides agricultural considerations and no alternative site is available.

FIFTH SCHEDULE, *contd.*

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

POLICY RAP 5 Extensions to existing buildings in the countryside to accommodate guest houses, bed and breakfast and self-catering accommodation will normally be acceptable provided that access is suitable and the proposal can be implemented with no adverse effect on the character of the building and its locality.

POLICY RAP 6 Development related to the agricultural industry, but not part of a farm business which will be intrusive in the countryside by reasons of scale and character will only be permitted if it can be shown that the site chosen is the best available and the design and landscape are of a high standard.

Proposals for the change of use of agricultural buildings will be supported so that the buildings will not become redundant. The conversion of agricultural buildings for residential uses will be supported. However commercial activity which does not require substantial alterations to the building will normally be given preference over residential proposals. Planning applications should be sufficiently detailed to ensure that the impact can be accurately assessed and the existing building protected.

Permission will be granted where there is a need for a limited number of new houses in a village. The process should not result in suburban type housing developments being erected in a haphazard manner.

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

FIFTH SCHEDULE, *contd.*

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

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

Conserving the productive land resources of the parish implies maintaining a prosperous farming industry and rural area. Some planning policies can impinge on farming with disastrous effect. The decision on whether land is to be taken out of agriculture has to seriously considered as this would have an impact on agricultural production.

POLICY RAP 9 The local planning authority will attach major importance to the need to safeguard agricultural land for production in considering development applications in the rural areas and refuse planning permission for development involving the subdivision of agricultural land into unproductive units. This consideration will be informed in part by food security considerations occasioned by climate change.

The erection of almost any building prejudices the use of the land for agriculture as material is left in the ground even if the structure is removed. Some types of agriculture involve intensive development requiring large buildings. Care has to be taken in the siting of buildings to ensure minimal effect on agricultural land and farming.

POLICY RAP 10 Any development in rural areas (including agricultural buildings and operations for which permission is needed) will be required to be sited and designed in such a way that any adverse impact on farming, landscape, archaeological sites, historic features, mineral extraction or the 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 and will not be treated any differently from any other forms of development. This could lead to the division of a farm unit and jeopardize the remaining agricultural land.

POLICY RAP 11 Agricultural or horticultural developments which are not dependent on the agricultural capability of land will only be permitted if there is no conflict with other rural resources

FIFTH SCHEDULE, *contd.*

and the long term availability of good quality agricultural land will not be jeopardized.

Some agricultural activities do not require planning permission and are exempted under permitted development in this Order. Those requiring planning permission should be sited and designed to prevent conflicts with other rural interests.

POLICY RAP 12 Development essential to agricultural production will normally be permitted in the rural area provided that there is no adverse impact on the appearance of the surrounding areas.

It is not unusual for an area to appear as if it is developed because of the number of buildings located near to each other. In such situations development applications will have to be assessed against the character and appearance of the rural area, the impact on the environment and the setting of precedents which could lead to uncontrolled development.

POLICY RAP 13 Proposals for new residential developments outside of growth centres/local planning areas and villages will be permitted only if it will not conflict with the character and appearance of the area in which it is to be located.

In some rural communities, residents may find it difficult to use services in the built up areas such as child care facilities because of the distance from places of residents. Benefits could be obtained from small scale facilities located nearer to residence within existing villages where access is readily available by walking or other modes of transportation.

POLICY RAP 14 Permission will be granted for the establishment of small scale social facilities to meet community needs outside of growth centres/local planning areas.

At times people are desirous of constructing new homes in isolated sections of the rural areas. This acts as a catalyst for the development of other residents setting off a chain reaction which ends 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 providing houses on his farm for workers will require justification for the granting of planning permission. In all situations the economic viability of the farm will be paramount in assessing the application.

POLICY RAP 15 Agricultural dwellings will not be allowed in isolated areas except where it is necessary that a farm worker or the owner be accommodated on the holding and where it is an economical viable farming unit.

FIFTH SCHEDULE, *contd.*

Conservation areas within Saint Thomas are to be protected because of the 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 16 Protection will be given to areas of woodland and trees especially those in conservation areas in rural sections of the parish such as the Blue and John Crow Mountains.

Recreational and leisure activities sometimes need land ranging from small areas for playfield to extensive 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 17 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 18 Consideration will be given to planning applications that will require large tracts of land especially in rural areas for recreational uses such as golf courses where the proposal:

- (i) will not result in the appreciable loss of good agricultural lands.
- (ii) would not have an adverse impact on areas designated for conservation and other environmental purposes.
- (iii) would not have an adverse impact on historic buildings.
- (iv) roads in the vicinity are adequate to carry an increase traffic flow.

The agricultural success of the farmers in the rural areas will depend on the sale of produce. A method of distribution would be through the establishment of shops in proximity to settlements.

POLICY RAP 19 Permission will normally be granted for farm shops which are proven to be necessary for the sale and distribution of produce of local farmers.

FIFTH SCHEDULE, *contd.*

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

POLICY RAP 20 Proposals for the alteration or change of use of existing commercial buildings in rural areas outside of a growth centre/local planning areas 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, conversion to other uses may be required to achieve this goal. This would relate specifically to farm or estate houses that have been abandoned.

POLICY RAP 21 The conservation of buildings of historic or architectural importance to provide accommodation for new business services will be permitted if this is necessary to preserve the life of the building.

POLICY RAP 22 Recreational, educational and tourist related activities such as restaurants will normally be acceptable within redundant farm buildings, provided that its character and the use would not be detrimental to the rural area.

Sometimes an area may appear to be developed because of the number of buildings existing in the location. There may be pressure to approve other buildings in the area as this may be interpreted a growth area/local planning area. However this has to be viewed against the background of the character and appearance of the rural area and the potential for setting precedents.

POLICY RAP 23 Small scale businesses such as craft centres, souvenir shops et cetera will be allowed in and adjoining the built up areas of villages and small towns where these are appropriate to the scale of the settlement and would not be detrimental to the amenity and character of the area.

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

FIFTH SCHEDULE, *contd.*

- POLICY RAP 24 The operators of quarries or other mineral extraction activities will be required to restore the land to a condition satisfactory to the relevant authorities in the shortest possible time after completion of the operation.
- POLICY RAP 25 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.

PETROL AND OIL FILLING STATIONS

It is in the public interest that the proper siting and design of petrol and oil filling stations throughout the parish of Saint Thomas is controlled. Special attention will be given to, access to, and egress from roads and the relation of these to traffic intersections, the design, appearance and location on the site of buildings and ancillaries, the location of the proposed site in relation to existing or proposed development and the planting and protection of grass, trees and shrubs. In addition to the policies outlined below these developments will have to adhere to the guidelines listed in the Appendix 9 hence the section should be used in conjunction with it.

- POLICY PFS 1 Filling stations will not normally be permitted close together on one side of any road unless there is similar provision on the other side sufficient to reduce traffic crossing.
- POLICY PFS 2 Where it is anticipated that a road will develop as a limited access road the siting and design of the Station should conform to the special standards for access to and egress from such roads.
- POLICY PFS 3 The layout and design of all filling stations should be in accordance with the guidelines in Appendix 9.

Petrol Stations should be established where there is a need and should not be located in isolated areas on highways where existence depends solely on passing motorists, but in communities or commercial areas which can add to the economy and provide a service. Consideration will therefore be given to the placement which ensures no adverse effects on the residents, adjacent development and traffic flow.

- POLICY PFS 4 Permission will only be given for new stations where there will be no significant adverse effect on the amenity and environment of nearby occupiers, traffic levels on residential roads, nor risk to public safety.
- POLICY PFS 5 Developments which are not sensitively designed and integrated with surrounding areas will not be given planning permission.

FIFTH SCHEDULE, *contd.*

The hazards associated with the emission of benzene (a known carcinogen) can be minimized by the use of vapour recovery pumps. Where petrol contains benzene then mitigatory measures should be in place.

POLICY PFS 6 “Vapour recovery pumps” should be installed in all new Petrol and Oil Filling Stations (PFS) where the petrol being dispensed contains benzene.

POLICY PFS 7 Advertisement shall be controlled in accordance with the guidelines provided in Appendix 18 and parking in accordance with Appendices 8 and 10.

CONTROL OF ADVERTISEMENT

The display of advertisement shall be controlled in accordance with the Town and Country Planning (Control of Advertisement) Regulation, 1978. Hoardings or other similar structures used or adopted for the display of advertisements or other public notices constitute development for which planning permission shall be required.

The regulations set out the general framework for the control of advertisement, but the power of the planning authorities there under may be exercised only in the interest of amenity and public safety. Applications to display advertisement will be assessed according to their location and siting, dominance in the street scene and where appropriate illumination, in addition to the above.

Developers and other interested parties should familiarize themselves with the Regulations and the Policies herein as the planning authorities will pay due regard to these in dealing with applications.

POLICY CA 1 When considering proposals for the display of advertisements the planning authorities will take into consideration:

- (i) whether it is an appropriate location given the character and appearance of the surrounding area;
- (ii) the general siting, size and dominance of the proposal and its impact upon the amenity of the locality including vistas or features of visual interest;
- (iii) all relevant safety considerations and standards relating to land, air and water transport;

FIFTH SCHEDULE, *contd.*

- (iv) the siting and illumination of advertisements within conservation and heritage areas where particular attention will be paid to the design, to ensure the maintenance and enhancement of the historic character and appearance of the area.

POLICY CA 2 The planning authorities' decision in dealing with advertisement will be influenced by the Advertisement Regulations in the above policy and the guidelines in Appendix 18.

LOCAL AREA PLANS

MORANT BAY LOCAL PLANNING AREA

Description

Morant Bay, the capital of Saint Thomas is a coastal town approximately 51 kilometres east of Kingston. It is classified as a sub-regional centre within Jamaica's Settlement Strategy 1997. The Morant Bay Local Planning Area is bordered to the south by the Caribbean Sea, the Belvedere community to the west, the Red Hills Housing scheme along with sections of Stanton and Johns Town to the north and the community of Lyssons and its environs to the east. (See Map Inset No. 1)

Morant Bay is the most populated local planning area in the parish, next to Yallahs, and has experienced consistent population growth during the last two inter-censal periods. A growth rate of 0.28% was experienced between 2001 and 2011 which increases the population from 12,936 persons in 2001 to 13,305 persons in 2011. With its current growth rate, it is anticipated that the population for Morant Bay will increase to 14,035 persons by 2030.

Morant Bay like many older towns presents unique planning challenges with respect to redevelopment and improvement of its urban core along with the provision of suitable housing. These amongst other factors must be carefully considered and coordinated by the relevant authorities to ensure sustainable development of the local planning area.

TRANSPORTATION AND TRAFFIC

Transportation routes are vital for the conveyance of people and commodities in any area. The main mode of public transportation in Morant Bay is by buses and taxis which ply routes to and from surrounding areas and other parishes.

FIFTH SCHEDULE, *contd.*

Church Street is the main thoroughfare which traverses the local planning area. It is a segment of the main coastal road which connects with other coastal local planning areas en route to the parishes of Portland and Kingston and Saint Andrew. This road was originally constructed to by-pass the town centre, however the proliferation of developments along this road with the increase traffic, now necessitates intervention to ensure the smooth flow of traffic through the town. The local planning authority will support the rehabilitation of the road network including the installation of sufficient lay-bys, bus bays and other related infrastructure. The appropriate General Development and Transportation and Traffic Sectoral Policies of this Order maybe applied where relevant.

POLICY MB T1 The Local Planning Authority will seek to develop a road widening, improvements and maintenance programme.

POLICY MB T2 The Planning Authorities will support any rehabilitation of the arterial or any other roads carried out in the area that seeks to improve or add adequate sidewalk facilities, for the use and safety of all pedestrians. Policy SP T10 also applies.

Road Network

Church Street is generally congested during peak traffic hours. This situation is exacerbated by bottlenecks in vehicular flow caused by street side vending, illegal parking and the haphazard letting off and picking up of passengers by public transport. There are proposals in the infancy stage regarding a bypass for the town which would start at the roundabout by the Red Hills Cemetery and emerge eastward of the Princess Margaret Hospital. The local planning authority must ensure that a suitable alignment is developed with the appropriate authorities and should also strictly monitor development along this by-pass once constructed so as not to diminish its effectiveness.

POLICY MB T3 The Local Planning Authority will seek to ensure the construction of by-pass to the town. Upon construction, the Local Planning Authority will ensure that developments adjacent to the by-pass do not hamper the free flow of traffic along this route.

POLICY MB T4 Access and egress onto distributor roads from main roads will be limited in order to facilitate smooth flow of through traffic and improve traffic circulation in the town.

FIFTH SCHEDULE, *contd.**Vehicular Parking*

The town of Morant Bay is heavily utilised by pedestrian and vehicular traffic. Like many older towns in Jamaica, the area has a chronic problem of inadequate parking spaces both on and offsite. This situation is more pronounced in the urban core where street side vendors operate on the sidewalks, thus forcing pedestrians onto the streets. In order to assist with traffic flow within the urban core, the local authority has implemented one way and parking restrictions on some roads.

POLICY MB T5 All new development or extensions are required to provide adequate on-site parking for staff and customers as set out in the parking regulations (Appendix 8), unless it is impractical or not feasible to do so; in which case alternative arrangements for parking will have to be made and approved by the local planning authority.

POLICY MB T6 The Local Planning Authority may allow on street parking on roads which have been designated as one way. The length of parking term may be varied by the Local Planning Authority.

The urban core of Morant Bay has a grid layout typical of several older towns in Jamaica. Developments were constructed for the most part, without parking provisions and with one to one (1:1) lot coverage. This does not allow for parking or delivery of goods resulting in traffic congestion. Additionally it limits expansion of existing buildings and or redevelopment of the town centre. It will be important for suitable parking solutions to be developed. In all new developments, arrangements must be provided for parking needs for the disabled.

POLICY MB T7 The Local Planning Authority will seek to identify and secure suitable lands for the development of off-site parking facilities such as parking lots or garages to supplement the parking accommodation within the town centre.

POLICY MB T8 Once constructed proposals for commercial and office development which are unable to meet the parking requirements on site will be required to rent/purchase space in the proposed municipal car park.

POLICY MB T9 The Local Planning Authority will support the establishment of public and private car parks of lots within the local

FIFTH SCHEDULE, *contd.*

planning area to satisfy the needs of all operators of motor vehicles in accordance with the guidelines provided in the Appendix 8, Figure 2 and 3.

Where parking facilities are provided, these should be adequately landscaped to improve the appearance of developments. The provisions detailed in Figure 5 should be adhered to.

POLICY MB T10 All commercial car parks should have at least ten per cent of the parking area landscaped to the satisfaction of the planning authorities.

POLICY MB T11 All new developments having outdoor parking lots shall make use of green and or permeable parking surface techniques.

Public Transportation Centre

The Morant Bay town centre has the only organized Bus Park in the parish and is owned and operated by the Saint Thomas Municipal Corporation.

The Morant Bay Bus Park was built to accommodate twenty-five (25) buses and twenty (20) cars. However according to studies carried out in 2008 by the Transport Authority, only six (6) buses utilized this facility on a regular basis. Presently, The Transport Authority indicates that ninety-two (92) rural stage carriages are licensed to operate in Morant Bay.

The buses and taxis that ply the various routes throughout the area or to other parishes arbitrarily pick up and drop off passengers around and/or within the central area resulting in congestion along the major thoroughfares.

POLICY MB T12 The Local Planning Authority will seek to upgrade the existing transportation centre within the Morant Bay Local Planning Area and ensure that all public passenger vehicles operate from these facilities.

POLICY MB T13 The Local Planning Authority will ensure that transportation routes and bays are clearly identified and marked to facilitate smooth operation of the facility.

POLICY MB T14 The Local Planning Authority will seek to ensure that the centre is provided with amenities necessary for the use and comfort of commuters including person with disabilities.

CONSERVATION OF THE NATURAL AND BUILT ENVIRONMENT

The appropriate General Development Policies and the Sectoral Policies in the Conservation of the Natural and Built Environment in this Order may be applied where relevant.

The Natural Environment

The main natural features for the local planning area are the Morant River, its tributaries and flood plain, the coastal areas, and the uplands to the north in the Johns Town area. Another significant feature is the wetlands in the Devon Pen area. Also several wells are located in the lower reaches and near to the mouth of the Morant River.

Proper management of these resources must be well coordinated and implemented in order to ensure protection.

POLICY MB C1 Planning permission will not normally be granted for any development which would result in the significant loss of flora and fauna unless it can be shown that there will be no material effect upon the environment and amenity of the surrounding area.

POLICY MB C2 The local planning authority in dealing with developments will institute strategies to adapt to the effects of climate change such as sea level rise, storm surges and erosion within the coastal areas in the Morant Bay Local Planning Area.

Fresh water resources are supplied to the local planning area by the Morant River, its tributaries and other rivers such as the Great Nutts River along with numerous wells. These resources are utilised for domestic, irrigation and recreational uses. The local planning authority will ensure that all activities along river banks are strictly controlled. Additionally any extraction and/or diversion of water must be carried out in a sustainable manner with the required approvals.

POLICY MB C3 Planning permission will not be given for developments which will adversely affect the flow or quality of fresh water resources.

POLICY MB C4 In areas where development is permitted adjacent to rivers or streams, the setback shall be a minimum of 30 metres from the banks and may, in relation to the physical conditions existing in the area, be varied by the Planning Authorities.

Mining is one of the main economic activities in the development order area, however, it is not prevalent within the boundaries of the local planning area. The effects of quarrying activities in the surrounding areas and in the lower reaches of the Morant River have affected the water quality.

FIFTH SCHEDULE, *contd.*

- POLICY MB C5 Planning permission will not be given for developments which will adversely affect the flow or quality of water of the Morant River or its tributaries.
- POLICY MB C6 Where it is proposed to undertake mining and quarrying operations, plans should be submitted to the appropriate authorities and permission received before the operation commences.
- POLICY MB C7 Quarries must be located in quarry zones where designated. Permission will not be granted for operations in other locations except in extenuating circumstances and/or after adequate study of the proposed site.

There are several turtle nesting sites along the coast of the development order area. One such site, Duhaney Pen, is located within the Morant Bay local planning area. This coastal area should be protected from development which would diminish the sites suitability for nesting.

- POLICY MB C8 Development proposals that would materially diminish the suitability of turtle nesting sites will not be supported.

Overwater structures developments in commercial, tourism, and other hospitality developments can impact on the ecological functions of the marine environment. The design, siting, construction and operations of such developments should be properly monitored to ensure that planning takes place in a sustainable and harmonious manner so that marine resources are protected.

- POLICY MB C9 The development of overwater structures will not be permitted in the following areas:
- (a) areas within 100m from a coral reef;
 - (b) declared public, bathing and fishing beaches;
 - (c) fish sanctuaries;
 - (d) marine protected areas;
 - (e) navigational channels;
 - (f) within 100m of river mouths and drainage features;
 - (g) areas with 30m of mangroves and riparian forests;
 - (h) exposed and high energy coast line;
 - (i) within 30m of underground infrastructures example cables and pipelines;

FIFTH SCHEDULE, *contd.*

- (j) proposed development areas with 30% or more sea grass coverage.

POLICY MB C10 Overwater structures shall be in accordance with the Overwater Structures Planning Guideline.

The Built Environment

There are several declared national historical sites in Morant Bay. These sites are linked to the rich history of the Parish and in particular, the Morant Bay Rebellion. Buildings such as the old Court House and prison, the 1865 Cenotaph and the Paul Bogle Statue are some of the listed historical sites in this local planning area.

POLICY MB C11 The local planning authority will not grant permission for any development within a heritage area/site that would alter the character and ambiance of any existing building, without the approval of the Jamaica National Heritage Trust.

POLICY MB C12 The planning authority will not grant planning permission for any development that would alter or damage adjacent properties of similar architectural characteristics, which would adversely affect its setting.

Situated behind the old Morant Bay Court House overlooking the harbour is the Morant Bay Fort. The fort which was built circa 1758 was designed for nine guns. The 3 guns that remain are 24 pounders manufactured in the early 19th century. Presently, there is a small park with seating and shade trees providing scenic vistas to the sea. This general location including the old Court House and the small green area which houses the Cenotaph has potential for tourism and/or recreational development in the heart of the urban core and the character of the site should not be altered.

POLICY MB C13 All Proposals for the alteration, use and extension of historical buildings should be designed in keeping with preservation guidelines prepared by the Jamaica National Heritage Trust and take into consideration surrounding developments of similar architecture.

POLICY MB C14 The local planning authority will not grant planning permission for any development which would adversely affect the character, setting and appearance of any historical monument/building or site.

Some sites with historical or architectural value are located on private property. Therefore the owners of these properties should ensure that it is well kept in the interest of the local area's history.

FIFTH SCHEDULE, *contd.*

POLICY MBC15 Owners of property on which there are historic relics will restore and preserve these in keeping with the period architecture and character.

URBANECONOMY

Morant Bay, the capital of the parish is the main administrative centre. This enables job creation mainly in the commercial, financial and service sectors for residents in the locality and the surrounding areas. The main business/commercial centre of the local planning area includes wholesale and retail businesses. Several restaurants and professional services such as doctors, lawyers and private clinics are also located in the core. The appropriate policies set out in Section I of the Fifth Schedule of this Order may be applied where relevant.

POLICY MB UE1 Large scale commercial developments will be encouraged in Morant Bay in areas zoned for such activities or in other suitable areas.

POLICY MBUE2 The local planning authority will ensure that all large scale commercial developments will have minimal impact on neighbouring sites and infrastructure.

POLICY MB UE3 Minimum setbacks from property boundaries for Commercial development:

- (a) Buildings located within business centres on lots identified for commercial use may be constructed with zero lot line subject to the provision of parking and other required standards to the satisfaction of the planning authority;
- (b) Where commercial development adjoins lots identified for or currently used for residential purposes, the structure must be setback at least 3 meters from that boundary.

POLICY MB UE4 Minimum setbacks from property boundaries for Office development:

- (a) Buildings located within business centres on lots identified for office use may be constructed with zero front lot line subject to the approval of the road authority, the provision of parking and other required standards to the satisfaction of the planning authority;

FIFTH SCHEDULE, *contd.*

- (b) Where compatible office development is contemplated for infill development in residential areas:
 - (i) Rear – minimum of 6 meters;
 - (ii) Side yards – at least 3 meters or a minimum of 15% of the width of the lot.

Manufacturing and industrial facilities provide significant employment opportunities vital to the economic prosperity of the local planning area. While the number of large industrial establishments in the local planning area has declined, re-establishment should be encouraged and abandoned buildings and sites once used for such activities should be reused where appropriate.

POLICY MB UE5 Development proposals for industrial activities within Morant Bay will normally be allowed at suitable locations.

The Morant Bay Market is the primary facility within the parish for the sale of products from the farming areas both within the local planning area and from surrounding areas. On the major market days vendors and consumers converge on the streets creating an impediment to traffic flow. This is further impacted by the lack of sufficient parking. It may be prudent for the local planning authority to secure suitable lands for the relocation of the market or in the interim, the diversion of vehicular traffic on main market days.

POLICY MB UE6 The Local Planning Authority will ensure that the Morant Bay Market is upgraded to provide required facilities for both vendors and patrons.

POLICY MB UE7 The Local Planning Authority will seek to secure a suitable site for the future relocation of the Morant Bay Market, and will ensure that potential of the site is not diminished by surrounding developments.

The fisheries sector provides an area for growth and development in Morant Bay. At present there are three fishing beaches in this local planning area, namely Lyssons, Morant Bay and Duhaney Pen. There are plans to restore/upgrade the Morant Bay fishing beach and it is recommended that the remaining sites also be improved in the near future with the required amenities and ensure that access to the beach is maintained.

POLICY MB UE8 The sites reserved for public fishing beaches on the Morant Bay Local Planning Area Proposed Zoning Map shall be used specifically for that purpose and the Local Planning Authority will only grant permission for activities directly related to the fishing industry at this location.

FIFTH SCHEDULE, *contd.*

POLICY MB UE9 The Local Planning Authority will support any action taken to ensure that, fishing beaches have the necessary storage, vending and waste disposal facilities that will enhance and make it more attractive to customers.

There are limited tourism activities in the local planning area despite its rich historical background and rustic beauty. These activities include small resort facilities along the coast. If this economic activity is to be further developed it will be important to build upon the existing built and natural assets to produce a unique tourism product.

POLICY MB UE10 Tourism development shall be encouraged in suitable areas provided that it is consistent with the character of the area and meets the required standards to the satisfaction of the relevant authorities.

POLICY MB UE11 The Local Planning Authority will support the provision or improvement of ancillary tourism facilities provided the amenities of the area can be safeguarded and there will be no adverse impact on adjoining developments.

RURALECONOMY

Whilst the focus of the local planning area is on housing and other commercial development there are areas which are in agriculture especially on the periphery of the urban core. This will continue to be the focus of such economic development until the land is required for other uses. Agriculture continues to play an important role in the economic development in sections of the local planning area. Outside of the urban core there are a few large plantations of coconuts and sugarcane. In addition agriculture comprises small farms of cash and some tree crops.

In many instances these activities take place on undeveloped lots in subdivisions. Agricultural activity is prevalent in the hinterlands particularly the Belvedere Lands on the western border, the Johns Town and Stanton areas to the north and sections of upper Lyssons to the north east which traditionally have been under agriculture.

Arable lands (Classes I—III) should be protected from development pressures as this would reduce productivity and fragmentation.

POLICY MB RE1 The Local Planning Authority will ensure that areas of agricultural importance/potential are protected from fragmentation, sterilization and encroachment, particularly in light of food security concerns amplified by climate change, by uses not associated with agriculture. See Policy SP RE22 applies.

Agricultural lands of lower capability (IV—V) can be used for other purposes such as housing development as well as rearing of animals, the planting of economic fruit

FIFTH SCHEDULE, *contd.*

trees and the establishment of greenhouses or hydroponic technologies from which substantial economic returns may be obtained. However, in dealing with such applications care will be taken to ensure that no significant effect on the environment or the aesthetics of the surroundings including other areas under agricultural production.

POLICY MB RE2 The Local Planning Authority will normally support the development of alternative and innovative agricultural activities which will utilize lands lower capability (IV—V).

POLICY MB RE3 Development will not be allowed by the Local Planning Authority on lands of lower capability (IV—V) if it will in anyway adversely affect the existence of good agricultural land.

Local or corner shops serve an important function in communities as these provide supplemental income as well as retail access for residents. Such facilities will normally be supported at suitable locations and must not be in conflict with residential amenities or produce vehicular congestion in the area. Monitoring however will be employed by the local planning authority to ensure against the proliferation of haphazard commercial development.

POLICY MB RE4 Proposals for corner shops in rural areas will be given consideration in appropriate locations and must not be in conflict with the residential amenities of the area.

POLICY MB RE5 Proposals for improvements to local shopping facilities in residential areas will normally be permitted.

SOCIAL AMENITIES

The Morant Bay Local Planning Area currently has limited public open spaces and recreation areas within its boundary. It is essential to provide a wide variety of open spaces both active and passive. Active open space fosters social interaction, while passive open spaces can be enjoyed through scenic walks, waterways or bike paths.

Recreation and Open Space

The Rudolph Elder Park is managed by the Saint Thomas Municipal Corporation and is the largest maintained public recreational area in this Local Planning Area. The park is used by locals and visitors and has basic amenities such as restrooms, outdoor tables and chairs and a gazebo. Seaside parks are also located in Lyssons and are regularly used for this purpose. Other facilities are located on school properties, within housing subdivisions and on private lands.

POLICY MB SA1 All lots within Morant Bay Local Planning Area zoned for open space, or recreational uses, shall be developed only for such uses; and the Planning Authority will not support any uses in conflict with this zoning.

FIFTH SCHEDULE, *contd.*

- POLICY MB SA2 The Local Planning Authority will seek to identify additional suitable lands within the local planning area to be used for recreational purposes.
- POLICY MB SA3 Planning permission will not be granted for any development which will restrict residents from gaining access to the beaches for bathing or other recreational use.

Institutional

There are several educational institutions at various levels located throughout the local planning area, including high schools, preparatory, primary and basic schools. Additionally there are several training institutions including nursing and general skills training.

- POLICY MB SA4 New proposals for construction or expansion of educational and institutional uses will be assessed on their merits and shall conform to all required planning standards.
- POLICY MB SA5 The Local Planning Authority will seek to identify suitable lands within the local planning area to establish additional educational and institutional facilities as the need arises.
- POLICY MB SA6 Developments which would result in the reduction of the available educational facilities will not be encouraged unless provisions can be made elsewhere at a suitable location to offset any loss which would result from such development.

Cemeteries

The Red Hills Cemetery in Morant Bay has reached its capacity and is now closed. The Municipal Corporation should seek to secure lands for a new cemetery. Presently there are preliminary plans to expand the existing cemetery at Leith Hall to compensate for the closure of the Red Hills Cemetery. The Local Planning Authority will also explore other interment options that conserve land.

- POLICY MB SA7 The Local Planning Authority will seek to expand existing or develop new cemeteries at suitable locations after assessment by the appropriate authorities and will ensure that such development have no negative effects on the environment or surrounding developments.
- POLICY MB SA8 The Local Planning Authority will support the use of crematoria and other approved interment options provided that the relevant planning, health and environmental standards are met.

FIFTH SCHEDULE, *contd.*

HOUSING

According to the 2011 population census, there are 3,310 dwelling units within the Morant Bay Local Planning Area. These are mainly single-family detached units and are generally constructed of concrete. There are a few instances of multifamily developments such as apartments and townhouses. However, due to continuing population increases and the need to reduce sprawl of urban areas, this residential option should be encouraged. The appropriate policies set out in Section I of the Fifth Schedule of this Order may be applied where applicable.

- POLICY MB H1 Residential single family unit or duplex dwellings will be allowed on lots which satisfy the relevant planning guidelines.
- POLICY MB H2 Proposals for high density residential developments will normally be considered once all planning and environmental standards are met.
- POLICY MB H3 Density shall not exceed 75 habitable rooms per hectare (30 habitable rooms per acre) on a minimum lot size of 0.2 hectare (½ acre), with building heights not exceeding two (2) storeys for residential lots in areas that do not have connection to the central sewage system; these shall be required to treat to at least a secondary level.
- POLICY MB H4 Density shall not exceed 250 habitable rooms per hectare (100 habitable rooms per acre) on a minimum lot size of 0.2 hectare (½ acre), with building heights not exceeding four (4) storeys for residential lots in areas that are connected to a central sewage system.
- POLICY MB H5 The amalgamation of smaller residential lots to allow for multifamily development will be encouraged where the individual lot does not meet the minimum size required for multifamily development.
- POLICY MB H6 New multi-family developments (apartment/townhouse) are expected to provide amenity area at the rate stipulated in the Appendices of this Development Order.

At present the permeation of residential areas by non-conforming uses is not prevalent in this local planning area. However, it is the intention of this Order to prevent such intrusions which may overtime reduce the amenity value of residential areas. Where nuisances, illegal and non-conforming uses are existing the relevant authorities should take appropriate action.

FIFTH SCHEDULE, *contd.*

POLICY MB H7 The Local Planning Authority will not normally support non-residential development on lots zoned for residential uses.

POLICY MB H8 Proposals for change of use of a residential property to a non-residential use will only be permitted if the non-residential activity is compatible with the residential character of the area.

There are small pockets of informal settlements in the Morant Bay Local Planning Area, particularly in the Church Corner, Bamboo River and Friendship Pen areas. Proper planning and the provision of housing solutions to meet all needs has to be a strategic direction of the relevant authorities. In areas where such settlements pose a threat to resources, efforts should be made to secure suitable sites for relocation.

POLICY MB H9 A mix of housing types including starter units and semi-detached units for low income earners may be permitted in suitable locations.

POLICY MB H10 In areas where it is feasible to regularize existing informal settlements, the Planning Authorities will work with the relevant authorities in order to provide safe and orderly development.

Uncontrolled hillside development is a potential hazard as it increases the area's susceptibility to slope failure, erosion and drainage problems. In an effort to protect the stability of these environmentally sensitive areas control has to be exercised over development proposals to prevent the destruction of trees and the construction of hard paving that contributes to excess runoff. The Morant Bay Local Planning Area has several such areas to the north and north-east particularly in the area of Johns Town. Care will be taken to ensure that housing development is not allowed in unsuitable locations.

POLICY MB H11 Housing development will not be allowed on land that is steep and unstable, vulnerable to erosion, slippage, subsidence, flooding or other natural hazards or which will involve costly extraordinary precautions to safeguard.

POLICY MBH12 In areas of steep slopes or unstable geology or in areas of conservation or environmental importance where low density accommodation or residential development is contemplated, the development will be prescribed to strict stipulations or conditions and must adhere to the recommendations of the relevant Planning Authorities.

FIFTH SCHEDULE, *contd.*

In residential developments, in order to provide privacy for residents and ensure that adequate lighting and ventilation can be obtained it is necessary to maintain setback from adjoining properties.

POLICY MB H13 Minimum setbacks from property boundaries are for residential development are:

- (a) Single family development
 - (i) Sides—1.5 m per floor from property boundary;
 - (ii) 3m from the rear or 1/3 the height of the building, whichever is greater;
 - (iii) a minimum of 6m from the front to the satisfaction of the road authority.
- (b) Multifamily development—
 - (i) Sides—1.5m per floor from property boundary;
 - (ii) 14.9m from the rear or 2/3 the height of the building, whichever is greater;
 - (iii) to the satisfaction of the road authority.

Although the local planning area is adequately provided with shopping facilities, it may be difficult for residents to purchase convenience items at times because of the distances to travel to do so. For convenience, shopping outlets may be provided in residential developments. The type, size, layout, siting and location of the facility will be decided by the Local Planning Authority. The design should however conform to the residential character of the area.

POLICY MB H14 Planning permission may be granted for suitable commercial facilities in housing areas where they provide supporting service to the local community.

WASTE TREATMENT DISPOSAL

Sewage Disposal

The 2011 Population Census indicates that 60% of the 3,310 households in Morant Bay have access to a water closet while an equal amount utilizes pit toilets. Considering Morant Bay's coastal location, it is imperative that proper waste disposal systems are utilized. Presently, there is no central sewerage system for the town of Morant Bay. If this system is implemented those developments that can be so served are expected to connect to the system. In the interim and for areas which will not be serviced, appropriate sewage treatment systems which will treat to at least a secondary level will be required.

FIFTH SCHEDULE, *contd.*

POLICY MB WT1 The Local Planning Authority in consultation with the National Water Commission and other agencies will seek to identify and secure suitable lands for the development of a central sewage treatment system for the town of Morant Bay.

POLICY MB WT2 On introduction of central sewage all new buildings or extensions within the service area will be required to be connected.

Areas in which there is no central collection facilities sewage disposal should be by means of an approved design. This should however, have regard to the lot size (Minimum of 560m²), type of building, intensity or scale of development, soil characteristics, sources of ground water and topographical conditions existing in the area. The appropriate policies set out in Section I of Fifth Schedule of this Order may be applied where relevant.

POLICY MB WT3 Permission will not be granted for new buildings or extensions in areas without central sewage unless the sewage treatment facilities proposed will treat the sewage produced to at least a secondary level.

POLICY MB WT4 In the absence of a central sewage system the following sewage disposal methods may be permitted in appropriate situations:

- (i) septic tanks and tile field
- (ii) Any other safe and appropriate waste disposal technology that may be developed and is acceptable to the planning authorities and other appropriate agencies.

In locating sewage treatment facilities care should be taken to ensure that there is no pollution of underground or surface water sources. These developments are within the prescribed categories pursuant to the Natural Resources Conservation (NRCA) Permit and Licence Regulations 1996 and require a permit and or licence. Development of such facilities should therefore not commence until all required approvals have been granted.

POLICY MB WT5 The Local Planning Authority will ensure all sewage treatment facilities are suitably located and that such developments are constructed and operated in a manner that is satisfactory to the local planning authority and the relevant authorities.

FIFTH SCHEDULE, *contd.**Solid Waste Disposal*

Morant Bay is serviced by the National Solid Waste Management Authority for garbage collection. The 2011 population census indicated that approximately 69% of the 3,310 households in the local planning area had their garbage collected regularly, 22 % burned their household refuse and 0.3% disposed of their garbage in water bodies. The improper disposal of solid waste threatens public health and contributes to the degradation of the environment. It is therefore imperative that all waste streams are carefully managed and the relevant authorities facilitate scheduled collection.

- POLICY MB WT6 All developments are required to provide adequate garbage disposal receptacles on their premises and are responsible for disposing of waste in an appropriate manner.
- POLICY MB WT7 The Local Planning Authority will encourage the relevant agency to provide garbage receptacles placed in public areas as a repository especially in areas where garbage pickup may be sporadic or absent.
- POLICY MB WT8 Planning permission will not be given for waste disposal activities likely to have an adverse effect on public health and safety.

The Church Corner waste disposal site is located in Morant Bay and is managed by the National Solid Waste Management Authority. The site is located adjacent to the Morant River and appears to have reached its capacity. This location has now been slated for decommission by the National Solid Waste Management Authority, therefore an alternate site needs to be located where a transfer station can be located.

- POLICY MB WT9 The Local Planning Authority will seek the support of the National Solid Waste Management Authority in identifying a suitable area to be used as a sanitary landfill site.
- POLICY MB WT10 Proposals for a solid waste transfer station will be considered in a location where there will be no detrimental effects on the environment or surrounding amenities.

The improper disposal of solid waste into the drains, gullies and waterways is evident in the amount of solid waste which washes to the coastline from these conduits. These activities threaten the environment and can lead to flooding, contamination of groundwater or rivers and rodent infestation within communities and other public health risks. Appropriate measures need to be put in place to cope with this situation.

- POLICY MB WT11 Owners of buildings are expected to have appropriate garbage disposal facilities on their premises and the local planning authority will encourage the relevant Authority to have skips placed in public areas as a repository.

FIFTH SCHEDULE, *contd.*

- POLICY MB WT12 The Local Planning Authority will encourage the National Solid Waste Management Authority in the placement of garbage containers in strategic locations to improve garbage collection and disposal within the local planning area.

WATER SUPPLY

The Statistical Institute of Jamaica Census Data (2011) reveals that eighty-five per cent (85%) of households in the Morant Bay Local Planning Area have access to potable water which is piped to dwellings or yards, while 5.8% access potable water from standpipes. Currently water supply to the area is provided by the National Water Commission through a series of pumps and lift stations. However some of these are in need of rehabilitation and expansion in order to improve the regularity of public water supply.

- POLICY MB WS1 The relevant authorities will ensure that the existing public water supply systems are improved to adequately service the local planning area.

Residents in areas where public water facilities are absent or unreliable depend on rivers, streams and catchment tanks for supply of water. Only one per cent (1%) of Morant Bay residents access water from these sources. Rainwater is an economical, safe and sustainable source of water when it is captured and stored in a correct manner. Rainwater harvesting should be encouraged throughout the local planning area.

- POLICY MB WS2 All new developments shall be required to provide rain water harnessing facilities or other suitable water source to satisfy the needs of the development.

The recycling of grey water and the harvesting of rain water should be considered as a sustainable alternative for water supply. Waste water from basins, baths, and showers can be recycled and used for example, to flush lavatories or to water gardens. In this way domestic water consumption can be substantially reduced, thus reducing the demand on potable water.

- POLICY MB WS3 The use of rain water and recycled grey water will be encouraged and provision should be made for this in development proposals.

- POLICY MB WS4 New developments which are served with piped domestic water are encouraged to make provision for the use of rain water/grey water for the watering of plants and gardens.

FIFTH SCHEDULE, *contd.*

YALLAHS LOCAL PLANNING AREA

Description

Yallahs is a coastal local planning area classified as a district centre in the National Physical Plan 1978-1998. It is located approximately 19 kilometres (12 miles) west of the parish capital, Morant Bay and approximately 29 kilometres (18 miles) east of the city of Kingston. The local planning area spans an approximate area of 20,299,992.3 square metres (501.6 acres). It extends from Mount George in the east to Albion Pond in the west; Heartease to the north and the Caribbean Sea to the south. This district centre is the second largest local planning area in the development order area. It has all of the major requirements for a growth centre. (See Map Inset No.2)

STATIN data revealed that between the 2001-2011 inter-censal period the population grew from 9,869 to 11,440 persons, representing a growth of 1.4% over the period. The population is projected to increase to 15,146 persons by 2030.

Yallahs presents unique planning challenges particularly redevelopment and improvement of the town centre along with the provision of suitable housing. These amongst other factors must be carefully considered and coordinated by the relevant authorities to ensure a sustainable development.

TRANSPORTATION & TRAFFIC

Public Transportation Centre

The Yallahs community is located along the main roadway that links the parishes of Kingston, Saint Thomas and Portland. Taxis and buses are the main means of transportation utilized by residents but there is no provision for a public transportation centre in Yallahs. The operators pick up and let off passengers arbitrarily along roadways and park in the Square of Yallahs. As a result, traffic congestion is a perpetual problem in the Square.

It is necessary that parking provisions be made to improve the situation thereby making it safe for all road users.

POLICY Y T1

The Local Planning Authority will seek to identify lands within Yallahs town centre that can be used for the construction of a public transportation centre and will encourage the relevant authority to have it operational in the shortest possible time.

There is no set time period within which the public transportation centre will be constructed. In the interim measures should be adopted to relieve the situation. This could be achieved in the form of lay-bys and traffic management. These should be constructed to facilitate vehicular traffic going to and from the town.

FIFTH SCHEDULE, *contd.*

- POLICY Y T2 The Local Planning Authority will seek to have the relevant authority construct lay-bys in the town to accommodate public passenger vehicles.

Road Network

The road network in an area forms an integral element of any town or community as it usually determines the direction in which developments occur and facilitates residents' access to various amenities. The local planning area is primarily a linear one, with most of its major activities located along the Yallahs Main Road. In addition several roads intersect this major thoroughfare, which sometimes creates congestion. The plight of pedestrians is further exacerbated by the fact that there are no sidewalks; hence there is competing use of roadways by both pedestrians and motor vehicles.

- POLICY Y T3 The relevant authorities will seek to ensure that sidewalks for pedestrians including persons with disabilities are constructed especially in high user areas.
- POLICY Y T4 The Local Planning Authority will seek to develop a road widening, improvements and maintenance programme.
- POLICY Y T5 The Planning Authorities will support any rehabilitation of the arterial or any other roads carried out in the area that seeks to improve or add adequate sidewalk facilities, for the use and safety of all pedestrians. Policy SP T10 also applies.

Vehicular Parking

There are a few establishments within Yallahs that provide onsite parking which is inadequate. It is prudent for the relevant authorities in consultation with the local planning authority to implement traffic management systems to alleviate congestion and ensure the safety of all road users. It is essential that all new developments should make adequate provisions to satisfy their parking needs on site. Where onsite parking is not adequate provisions could be made by the relevant authorities to allow 'on street' parking on a short term basis to allow persons to undertake legitimate business transactions.

- POLICY Y T6 To avoid congestion and facilitate the free flow of traffic, the planning authorities will not support on-street parking along roadways not demarcated for such activities.
- POLICY Y T7 In commercial areas on street parking provision will be managed to encourage the use of parking provisions close to shopping areas for short stay purposes only, while directing long stay use to the parking facilities that have been provided.

FIFTH SCHEDULE, *contd.*

POLICY Y T8 Strategic measures are to be implemented and enforced by the local planning authorities for those who violate the conditions stipulated.

POLICY Y T9 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 with the local planning authority.

Parking provisions for the disabled is limited. It is critical that adequate provisions be instituted as part of the planning condition by the local planning authority. This should conform with the guidelines in the Order.

POLICY Y T10 The local planning authority will support the establishment of public and private car parks or lots within the local planning area to satisfy the needs of all operators of motor vehicles in accordance with the guidelines provided in the Appendix 8, Figure 2 and 3.

Where a developer owns more than one parcel of land in an area located in proximity to each other and is unable to meet the parking requirements on the one being developed, parking may be placed on the other site. However no development will be allowed on this site which would affect the parking spaces and any new development would be limited to the remainder of the site and would be required to provide its own parking.

POLICY Y T11 Proposals for developments which cannot provide parking requirements on site will be allowed to do so, on property in proximity. Only the remainder of any such property can be developed which would have to provide additional parking for any such proposal.

Provisions for parking in public areas should be adequately landscaped as this could significantly improve the appearance and the drainage of these developments. The provisions detailed in Figure 5 should be adhered to.

POLICY Y T12 All commercial car parks should have at least ten per cent of the parking area landscaped with ornamental trees to the satisfaction of the planning authorities.

POLICY Y T13 All new developments having outdoor parking lots shall make use of green and or permeable parking surface techniques.

CONSERVATION OF THE NATURAL AND BUILT ENVIRONMENT

The Natural Environment

The Yallahs local planning area has a dry climate and the terrain is predominantly flat. The area rises to a gentle slope in the north and north western sections and has

FIFTH SCHEDULE, *contd.*

numerous natural features which include, salt pond, beaches, swamp lands, rivers, wells and springs.

According to the Environmental Thematic Report for Saint Thomas, NEPA, 2010; the Yallahs River, which spans 214.5 km² is the second largest watershed to that of the Morant River. However, the Yallahs River is part of the parish's main hydrological feature. The river is a very major element in the area's sustenance as it is utilized for domestic, recreational, industrial and agricultural purposes.

POLICY Y C1 Planning permission will not be given for developments which will adversely affect the flow and quality of any water resources including the Yallahs River or its tributaries.

POLICY Y C2 Planning permission will not normally be granted for any development which would result in the significant loss of flora and fauna unless it can be shown that there will be no material effect upon the environment and amenity of the surrounding areas.

To the east of the local planning area are the island's two largest saline ponds. The smaller of which is located within the local planning area and the larger is approximately 1.5m deep and covers 80 hectares (197.7 acres) and is said to be ten times saltier than the ocean. Both ponds serve as a significant habitat for ducks. The area is however, said to be under threat due to the rapid influx of housing developments on its periphery.

POLICY Y C3 Development proposals that would materially diminish the significance of the ponds as a habit will not be supported.

POLICY Y C4 Proposals within or adjacent to an area which is sensitive to their impact such as the coastal, riverine or pond reserves area will be approved only if an appropriate degree of sensitivity in respect of siting and scale are exhibited.

POLICY Y C5 In areas where development is permitted adjacent to the ponds or rivers, the setback shall be a minimum of 50 metres from the banks and may, in relation to the physical conditions existing in the area, be varied by the planning authorities.

POLICY Y C6 Planning permission will not be given for developments which would obstruct or prevent the natural drainage or runoff into the Yallahs Ponds via the various waterways or sinkholes.

There are two bathing beaches, Links and Bailey's Beach, which are in proximity to the centre of the Square and enhance the amenity value of the local planning area. It is prudent that the relevant authorities restrict the intensity of development within this

FIFTH SCHEDULE, *contd.*

general area. The local planning authority will seek to ensure that residents and visitors are able to have access to the beaches and coastline.

POLICY Y C7 Planning permission will not be granted for any development which will restrict residents and visitors from gaining access to the beaches via established pathways for bathing or recreational use.

There are still undeveloped sections along the Yallahs coastline and it is also being recommended that developments within these areas should be of low density and should not reduce strategic views.

POLICY Y C8 Development will normally not be permitted if it is likely to cause a loss, or material damage to the beach, landscape areas and features which are of scenic and/or unspoilt quality.

POLICY Y C9 Proposals for high buildings will not be allowed in or adjacent to strategic view points and land marks.

POLICY Y C10 All new or extension to existing developments along the coastal area will be setback in accordance with the guidelines provided in Figure 4.

POLICY Y C11 The Local Planning Authority in dealing with developments will institute strategies to adapt to the effects of climate change such as sea level rise, storm surges and erosion within the coastal areas in the Yallahs Local Planning Area.

POLICY Y C12 There shall be a “no-build zone” along the Yallahs River of a minimum of fifty (50) metres measured horizontally from the banks of the river. (See Yallahs Land Use Proposal Map (Inset 2).

Overwater structures developments in commercial, tourism, and other hospitality developments can impact on the ecological functions of the marine environment. The design, siting, construction and operations of such developments should be properly monitored to ensure that planning takes place in a sustainable and harmonious manner so that marine resources are protected.

POLICY Y C13 The development of overwater structures will not be permitted in the following areas:

- (a) areas within 100m from a coral reef;
- (b) declared public, bathing and fishing beaches;
- (c) fish sanctuaries;
- (d) marine protected areas;

FIFTH SCHEDULE, *contd.*

- (e) navigational channels;
- (f) within 100m of river mouths and drainage features;
- (g) areas with 30m of mangroves and riparian forests;
- (h) exposed and high energy coast line;
- (i) within 30m of underground infrastructures example cables and pipelines;
- (j) proposed development areas with 30% or more sea grass coverage.

POLICY Y C14 Overwater structures shall be in accordance with the Overwater Structures Planning Guideline.

The Built Environment

There are two sites of historical interest within the local planning area; the remnants of Cow Bay, a great house owned by Barrington Watson and an Anglican church that dates back as far as 1684. Prior to the refurbishing of listed buildings or development on heritage sites consultations must be held with the Jamaica National Heritage Trust (JNHT) and approval given.

The proper management of the area's resources should be well coordinated and implemented in Order to preserve them. The appropriate policies in the Conservation of the Built and Natural Environment section of this Order may also be applied where relevant.

POLICY Y C15 The Local Planning Authority will not grant permission for any development within a heritage area/site that would alter the character and ambiance of any existing building, without the approval of the Jamaica National Heritage Trust.

POLICY Y C16 The Planning Authority will not grant planning permission for any development that would alter or damage adjacent properties of similar architectural characteristics, which would adversely affect its setting.

URBANECONOMY

Yallahs is a rapidly growing local planning area that has a vibrant commercial centre. The commercial activities include transportation services, small business operations (restaurants, grocery and retail stores, and bars). Yallahs has several surrounding districts which depend on its social and commercial life. There have been several

FIFTH SCHEDULE, *contd.*

factory closures over the past years resulting in a shortage of job opportunities; however additional education and skill training programs could be made available.

As residential development increases, services and facilities will be required to meet the needs of the residents. Developments that will boost the economic base of the area will be supported in designated areas as shown on the Yallahs Local Planning Area Land Use Proposed Zoning Map (Inset 2).

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| POLICY Y UE1 | Due considerations will be given to proposals for the establishment of commercial and other service facilities as the need arise in the Local Planning Area. |
| POLICY Y UE2 | Industrial developments and service industries which are compatible with the general character of the area and have no adverse impact on the environment will be encouraged. |
| POLICY Y UE3 | <p>Minimum setbacks from property boundaries for Commercial development:</p> <ul style="list-style-type: none"> (a) Buildings located within business centres on lots identified for commercial use may be constructed with zero lot line subject to the provision of parking and other required standards to the satisfaction of the planning authority. (b) Where commercial development adjoins lots identified for or currently used for residential purposes, the structure must be setback at least 3 meters from that boundary. |
| POLICY Y UE4 | <p>Minimum setbacks from property boundaries for Office development:</p> <ul style="list-style-type: none"> (a) Buildings located within business centres on lots identified for office use may be constructed with zero front lot line subject to the approval of the road authority, the provision of parking and other required standards to the satisfaction of the planning authority (b) Where compatible office development is contemplated for infill development in residential areas: <ul style="list-style-type: none"> (i) Rear – minimum of 6 meters (ii) Side yards – at least 3meters or a minimum of 15% of the width of the lot. |

FIFTH SCHEDULE, *contd.*

Mixed land uses will be encouraged in areas designated for such purposes. This will enable sites/buildings to be used to their full potential and could introduce life to the town, especially at nights. However where land uses are incompatible this will not be encouraged.

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| POLICY Y UE5 | The Local Planning Authority will encourage mixed use development where this is appropriate, and will at all times ensure the residential amenities and areas of environmental importance are protected. |
| POLICY Y UE6 | For commercial and office uses, the building may be located hard on the property boundaries subject to the provision of adequate parking on a separate lot or floor to the satisfaction of the planning authorities and will not apply if the development adjoins residential uses. |
| POLICY Y UE7 | The Planning Authorities will support private sector initiatives aimed at maintaining and improving the commercial and industrial sectors to enable employment opportunities in appropriate locations. |

Agriculture is still a significant economic activity within the local planning area and is mainly found outside of the urban core. This is mainly by way of large mango orchards, banana cultivation and several subsistence farms interspersed on vacant lots throughout sections of the local planning area. Ornamental fish farms and several livestock rearing are also significant features in the area's agriculture.

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| POLICY Y UE8 | The Local Planning Authority will ensure that areas of agricultural importance/potential are protected from fragmentation, sterilization and encroachment by other uses. |
| POLICY Y UE9 | Agricultural activities 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. |
| POLICY Y UE10 | Lots outside of the defined urban core that are zoned for light industrial use will not normally be released for other purposes. |
| POLICY Y UE11 | Light industrial developments, agro-processing and service industries which are compatible with the general character of the area and have no adverse impact on the environment will be encouraged. |

Corner shops on residential properties are dispersed across the local planning area; these activities supplement the areas labour force while providing quick retail access for residents.

FIFTH SCHEDULE, *contd.*

- POLICY Y UE12 Proposals for corner shops in residential areas will be given consideration in appropriate locations and must not detract from the residential amenities of the area.

SOCIAL AMENITIES

Yallahs Local Planning Area has a Type III Health Centre and several other social facilities including several institutions, police station, public cemetery, post office and a branch of the Saint Thomas Parish Library.

- POLICY Y SA1 Developments that would decrease or eliminate any of the social facilities in the Yallahs Local Planning Area will not be supported unless replaced with a similar facility of equal or greater stature in the immediate neighbourhood.

Recreation

There are several recreational/public open spaces located throughout the local planning area and it is prudent that these spaces of high amenity value be preserved and improved.

- POLICY Y SA2 In all new housing developments land is to be provided and developed for amenity purposes as set out in Appendix 11 of this Order.
- POLICY Y SA3 The use of the existing social facilities for other compatible uses will be supported by the local planning authority provided individual requirements are met and not be out of character with the area.
- POLICY Y SA4 The Planning Authorities will support the preservation and improvement of existing public open spaces and areas of high amenity value in the local planning area for the use and enjoyment of the public.

Institutional

Educational institutions play a pivotal role in promoting national well-being and the social, economic and cultural development of a country. The Yallahs Local Planning Area has a mixture of educational facilities to include Basic, Primary and High Schools, as well as private training facilities that serve not only the area but other surrounding communities.

- POLICY Y 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.
- POLICY Y SA6 Schools and churches will be allowed on lots zoned for such uses on the land use proposal map.

FIFTH SCHEDULE, *contd.*

POLICY Y SA7 Public Assemblies may be also considered on lots zoned as commercial provided that it would not be conflicting with surrounding uses and other relevant standards are kept.

POLICY Y SA8 All educational or institutional facilities must meet the requirements of the Development and Investment Manual—Planning and Development and/or to the satisfaction of the planning authority and the Ministry of Education.

Cemeteries

There is one public cemetery within the Yallahs Local Planning Area. The Municipal Corporation should seek to secure lands in proximity for expansion. If lands for this purpose are not available within the urban boundaries suitable lands will have to be identified elsewhere. The local planning authority should also explore other interment options which conserve land such as crematoria.

POLICY Y SA9 The Local Planning Authority will seek to expand existing or develop new cemeteries at suitable locations after assessment by the appropriate authorities and will ensure that such development have no significant harmful effects on the environment or surrounding developments.

POLICY Y SA10 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.

HOUSING

Housing infrastructure within the Yallahs Local Planning Area is predominantly single family residential units, constructed mainly of concrete. The 2011 population census, revealed that there are 4,156 dwelling units the Yallahs Local Planning Area. In an effort to reduce sprawl of urban areas, various types of residential options should be encouraged. The appropriate policies in the Housing Sector Policies of this Order may be applied where applicable.

POLICY Y H1 Residential single family unit or duplex dwellings will be allowed on lots which satisfy the relevant planning guidelines.

POLICY Y H2 Proposals for high density residential developments will normally be considered once all planning and environmental standards are met.

FIFTH SCHEDULE, *contd.*

- POLICY Y H3 Density shall not exceed 75 habitable rooms per hectare (30 habitable rooms per acre) on a minimum lot size of 0.2 hectare (½ acre), with building heights not exceeding two (2) storeys for residential lots in areas that do not have connection to the central sewage system; these shall be required to treat to at least a secondary level.
- POLICY Y H4 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 are connected to a central sewage system.
- POLICY Y H5 The amalgamation of smaller residential lots to allow for multifamily development will be encouraged where the individual lot does not meet the minimum size required for multifamily development.

In residential developments, in order to provide privacy for residents and ensure that adequate lighting and ventilation can be obtained it is necessary to maintain setback from adjoining properties.

- POLICY Y H6 Minimum setbacks from property boundaries are for residential development are:
- (a) Single family development
 - (i) Sides—1.5 m per floor from property boundary;
 - (ii) 3m from the rear or 1/3 the height of the building, whichever is greater;
 - (iii) A minimum of 6m from the front to the satisfaction of the road authority.
 - (b) Multifamily development—
 - (i) Sides—1.5m per floor from property boundary;
 - (ii) 14.9m from the rear or 2/3 the height of the building, whichever is greater;
 - (iii) to the satisfaction of the road authority.

There are several informal settlements that have developed within the local planning area. However, it was noticeable that there are an abundance of vacant lots in the two major housing schemes in the area, namely the Albion and South Haven Housing Schemes.

FIFTH SCHEDULE, *contd.*

POLICY Y H7 In order to satisfy low income housing demand a mixture of housing types will be encouraged in large scaled developments at suitable locations.

POLICY Y H8 The Planning Authorities along with the relevant agencies will seek to ensure that informal settlements are not established throughout the local planning area.

In areas where residential uses are near to non-residential activities, there is the possibility of encroachment by such activities into the residential areas. The Local Planning Authority will not tolerate changes which are not compatible to residential development.

POLICY Y H9 Industrial and commercial uses not providing an essential service will not normally be located within a residential community.

POLICY Y H10 Proposals for partial change of use of a residential property to a non-residential use will be permitted only if the non-residential activity is normally carried out in the day time and the amenity privacy and enjoyment of neighbouring dwellings is not adversely affected. Such activities will require special approval from the local planning authority.

POLICY Y H11 Planning permission will not normally be granted for any development which would result in a net loss of residential units especially to those not able to compete in the housing market.

MINING

Saint Thomas is renowned for quarrying, especially that of sand. Yallahs is characterized by limestone, alluvial soil and subsurface material. The Yallahs River Quarry Zone designated by the Mines and Geology Division was established due to the abundance of alluvial material in this area. This zone is said to have the largest extraction of sand and aggregate in the island annually. There are several licensed quarries along the Yallahs River and in 2011 there were eleven (11) such quarries.

POLICY Y M1 Where quarrying operations have occurred the rehabilitation or restoration of the quarried area should be undertaken, according to the established closure plan as approved by the relevant authority.

POLICY Y M2 Only agriculture or development of a temporary nature will be allowed by the planning authority on lands designated for mining purposes.

FIFTH SCHEDULE, *contd.*

- POLICY Y M3 Where it is proposed to undertake mining and quarrying operations, plans should be submitted to the appropriate authorities and permission received before the operation commences.
- POLICY Y M4 Quarries must be located in quarry zones where designated. Permission will not be granted for them to operate in other locations except in extenuating circumstances and after adequate study of the proposed site has been done.

WASTE TREATMENT DISPOSAL

Sewage Disposal

The 2011 Population Census revealed that 96% of the 4,298 households in Yallahs have access to toilet facilities. Most of these systems are linked to absorption pits and septic tanks. In light of the coastal location of Yallahs, it is prudent that proper sewage disposal systems are utilized. There are existing housing schemes with individual treatment systems; however there is no central sewage system to which the wider populace can connect. If this system is implemented those developments that can be so served are expected to connect to the system. In the interim appropriate sewage treatment systems which will treat to at least a secondary level is encouraged.

In locating sewage treatment facilities care should be taken to ensure that these do not pollute underground or surface water sources. These facilities are within the prescribed categories pursuant to the Natural Resources Conservation (NRCA) Permit and Licence Regulations (1996) and require a permit and or licence. Appropriate policies in the Waste Treatment and Disposal Sector Policies may be applied where applicable. Development of such facilities should therefore not commence until all required approvals have been granted.

- POLICY Y WT1 The Local Planning Authority in consultation with the National Water Commission and other agencies will seek to identify and secure suitable lands for the development of a central sewage treatment system for the Yallahs Local Planning Agency.
- POLICY Y WT2 On introduction of central sewage all new buildings or extensions within the service area will be required to be connected.

Treatments systems should have regard to the type of building, intensity or scale of development, lot size, soil characteristics, sources of ground water and topographical conditions existing in the area.

- POLICY Y WT3 Permission will not be granted for new buildings or extensions in areas without central sewage unless the sewage treatment facilities proposed will treat the sewage produced to at least a secondary level.

FIFTH SCHEDULE, *contd.*

POLICY Y WT4 In the absence of a central sewage system the following sewage disposal methods may be permitted in appropriate situations:

- (i) septic tanks and tile field;
- (ii) any other safe and appropriate waste disposal technology that may be developed and is acceptable to the planning authorities and other appropriate agencies.

Solid Waste Disposal

Yallahs is serviced by the National Solid Waste Management Authority for garbage collection. The 2011 population census indicated that approximately 75% of the 4,298 households in the local planning area had their garbage collected, however this is said to be irregular. The improper disposal of solid waste threatens public health and contributes to the degradation of the environment. It is therefore imperative that the collection of waste is carefully managed and relevant authorities facilitate scheduled collection.

POLICY Y WT5 All developments are required to provide adequate garbage disposal receptacles on premises and are responsible for disposing of waste in an appropriate manner.

POLICY Y WT6 The local planning authority will encourage the relevant agency to provide garbage receptacles placed in public areas as a repository especially in areas where garbage pickup may be sporadic or absent.

POLICY Y WT7 Planning permission will not be given for waste disposal activities likely to have an adverse effect on public health and safety.

The improper disposal of solid waste into the drains, gullies and waterways is evident in the amount of solid waste which washes to the coastline from these conduits. These activities threaten the environment and can lead to flooding, contamination of groundwater or rivers and rodent infestation within communities and other public health risks. Appropriate measures need to be put in place to cope with this situation.

POLICY Y WT8 Owners of buildings are expected to have appropriate garbage disposal facilities on premises and the local planning authority will encourage the relevant Authority to have skips placed in public areas as a repository.

POLICY Y WT9 The Local Planning Authority will encourage the placement of garbage containers in strategic locations to improve garbage collection and disposal within the local planning area.

FIFTH SCHEDULE, *contd.*

WATER SUPPLY

STATIN Census Data (2011) reveals that 89% of the 4,298 households in Yallahs Local Planning Area have access to potable water which is piped to their dwelling or yard. However some of these facilities are in need of rehabilitation and expansion to improve the regularity of water supply in the area.

POLICY Y WS1 The relevant authorities will ensure that the existing public water supply systems are improved to adequately service the local planning area.

Residents in areas where public water facilities are absent or unreliable still rely on rivers, springs and catchment tanks for water supply. Rainwater is still an economical, safe and sustainable source of quality water when properly harvested.

POLICY Y WS2 All developments shall be required to provide rain water harvesting facilities or other suitable water source to satisfy needs in the absence of a piped water supply system.

Due to high cost and the difficulty experienced in providing a potable domestic water supply system to the local planning area, the recycling of grey water and the harvesting of rain water should be considered. Waste water from basins, baths, and showers can be recycled and used to flush lavatories or to water gardens. In this way domestic water consumption can be substantially reduced, thus decreasing the demand on treated potable water.

POLICY Y WS3 The use of rain water and recycled grey water for some secondary uses will be encouraged and provision should be made for this in development proposals.

POLICY Y WS4 New developments which are served with a piped domestic water supply system are encouraged to make provision for the use of rain water/grey water for the watering of plants and gardens.

SEAFORTH LOCAL AREA PLAN

Description

Seaforth is a small rural town located in the Negro River Valley in western Saint Thomas. It is approximately 9km north-west of Morant Bay. Seaforth Local Planning Area extends from Lower York in the south, then along the Morant River in the west to where it meets the Dam River in the north, along this river to a section of the White Hall and Soho communities in the east and back to Lower York in the south where the Soho Pen Bridle Road meets the Seaforth-Morant Bay Main Road. See Seaforth Local Planning Area Land Use Proposed Zoning Inset No. 3.

FIFTH SCHEDULE, *contd.*

The Seaforth Local Planning Area experienced a decline during the inter-censal period 2001—2011. A population of 5,444 persons were recorded in 2011 compare to 6,781 persons in 2001. A growth rate of -2.17 per cent was recorded for the period. Assuming that this growth rate remains constant, the population is projected to further decrease to 3,587 persons by the year 2030.

The Seaforth Local Planning Area was once a thriving agricultural town. Today, there are only a few working farms due to the decline in agriculture. Agriculture still plays a vital role in the economic development of the area, however, presently commercial uses are the main income generating activity.

The local planning area comprises several small communities and has all the basic social services required in a growth centre.

TRANSPORTATION AND TRAFFIC

The main mode of transportation in the Seaforth Local Planning Area is by route taxis most of which are operated by the Western Saint Thomas Taxi Association. However, there is no public transport facility to accommodate these vehicles. Currently, taxis are being parked along the roadways within the town centre along Blacksmith Lane.

Additionally, these taxis load and unload passengers randomly along the Seaforth Main Road. This practice not only contributes to traffic congestion but is also an inconvenience to pedestrians and hazardous for people especially those who are disabled.

To prevent obstruction along this major road a central transportation hub and lay-bys will be required. Also there is a need for additional sustainable transportation options that will accommodate the growing population of the community.

POLICY S T1 The Local Planning Authority will seek to establish a suitable transportation centre to accommodate taxis and stage carriers and/or will facilitate the construction of lay-bys and bus bays for the picking up and letting off of passengers.

POLICY S T2 All forms of public transportation will be required to utilize the transportation centre to be erected on lands deemed suitable by the local planning authority and equipped with the requisite facilities to satisfy the needs of the commuting public including persons with disabilities.

Road Network

The Seaforth Main Road is the main thoroughfare of the local planning area, crossing from north-west to south-east of the town. It creates a linear development pattern of the town with all major activities located along the main road. The majority of roads are

FIFTH SCHEDULE, *contd.*

in need of improvement and have no sidewalk facilities. The increase in vehicular movement within the local planning area has created a need for these facilities, which separates and protects pedestrians from vehicular traffic.

POLICY S T3 The Planning Authorities will support any rehabilitation of the arterial or any other roads carried out in the area that seeks to improve or add adequate sidewalk facilities, for the use and safety of all pedestrians. Policy SP T10 also applies.

POLICY S T4 The Local Planning Authority will seek to develop a road widening, improvements and maintenance programme to address the needs of the local population.

Vehicular Parking

Residential parking is normally permitted along service roads, along the resident's property or on the property itself. Currently there are little or no parking facilities within the local planning area for other vehicles. As a result vehicles are often parked along roadsides inhibiting pedestrians and vehicular movement. Commercial entities with parking areas are often occupied by taxis, which prevent customers from accessing these parking spaces.

POLICY S T5 To avoid increased congestion within the town centre, on-street parking will only be allowed where it does not affect the free flow of traffic and is not detrimental to pedestrians and other road users.

POLICY S T6 All new developments having outdoor parking lots shall make use of green and or permeable parking surface techniques.

CONSERVATION OF THE NATURAL AND BUILT ENVIRONMENT

There are no forest reserves or any historic buildings/monuments located in the local planning area. However, the area is rich in natural resources as it has a wide variety of flora and fauna that should be protected and conserve.

POLICY S C1 No development will be allowed in areas identified as areas of outstanding landscape beauty, outdoor recreational potential, special scientific interest due to the presence of unique flora, and fauna and areas of vulnerable watershed which would conflict with the policies of this Order.

The Seaforth Local Planning Area falls within the Morant River Watershed Area which at present is severely degraded. Great care has to be taken when granting permission for buildings and other forms of development to guard against any adverse effect on the environment.

FIFTH SCHEDULE, *contd.*

POLICY S C2 Planning permission will not be granted for any form of development that will in anyway result in wanton destruction of the heavily vegetated areas.

The Morant River runs along the western boundary of the local planning area. Its uses range from recreational, domestic and agricultural within the community. The existing vegetation, rivers and streams within the locality enhances the amenity of the area and should be protected.

POLICY S C3 All rivers and streams will be preserved for domestic, agricultural and recreational purposes and the local planning authority will not grant permission within their reaches for any activity that will defeat this purpose.

POLICY S C4 Planning permission will not be given for any form of development which will result in the disruption or blockage of any natural run off channel.

POLICY S C5 The planning authorities will ensure that environmentally sensitive or vulnerable areas should be reserved as natural areas and greenbelt preserves for recreation whenever possible and used as open space buffers between incompatible land uses.

Due to the recurring impact of flood events in some areas within the Seaforth Local Planning Area, it is proposed that a 'no build zone' be established along the Morant River that runs along the western boundary of the local planning area, where the risk of flooding is very high.

POLICY S C6 There shall be a "no-build zone" along the Morant River of a minimum of fifty (50) metres measured horizontally from the banks of the river. (See Seaforth Land Use Proposal Map (Inset 3)).

URBANECONOMY

The town centre serves as the main economic focal point within the local planning area. Commercial entities such as small shops, supermarkets, hardware stores, and small plazas are located along the Seaforth/Morant Bay Main Road in a linear pattern.

POLICY S UE1 Planning permission will be granted to allow commercial activities and other mixed uses along the main road which are compatible with the existing developments and will not cause damage to the amenities of the area.

POLICY S UE2 The Local Planning Authority will consider favourable proposals for new commercial and office activities in the Seaforth Local Planning Area, which increases the range

FIFTH SCHEDULE, *contd.*

and quality of the local facilities and services, and are readily accessible to residents.

POLICY S UE3 Heavy industrial activities that are detrimental to the environment or surrounding uses will not be supported within the Seaforth Local Planning Area.

POLICY S UE4 Minimum setbacks from property boundaries for Commercial development:

- (a) Buildings located within business centres on lots identified for commercial use may be constructed with zero lot line subject to the provision of parking and other required standards to the satisfaction of the planning authority
- (b) Where commercial development adjoins lots identified for or currently used for residential purposes, the structure must be setback at least 3 meters from that boundary

POLICY S UE5 Minimum setbacks from property boundaries for Office development:

- (a) Buildings located within business centres on lots identified for office use may be constructed with zero front lot line subject to the approval of the road authority, the provision of parking and other required standards to the satisfaction of the planning authority
- (b) Where compatible office development is contemplated for infill development in residential areas:
 - (i) Rear—minimum of 6 meters.
 - (ii) Side yards—at least 3 meters or a minimum of 15% of the width of the lot.

POLICY S UE6 The Local Planning Authority along with other relevant authorities will seek to implement strategies to invest in the revitalization and infrastructure of the area's central business district.

There are a number of mixed use activities present throughout the local planning area. Mixed uses such as residential and commercial activities adjoining each other will

FIFTH SCHEDULE, *contd.*

be encouraged to enable buildings to diversify the activities, especially at nights when most activities cease operations. However, where land uses are incompatible this will not be encouraged.

POLICY S UE7 Compatible mixed uses that satisfy the needs of the residents and create additional jobs will be encouraged by the local planning authority.

POLICY S UE8 Mixed use developments where office, residential and commercial uses are housed in the same building will be supported with conditions set by the local planning authority.

RURALECONOMY

Agriculture which was once the dominant income generating activity has been decreasing in the local planning area. As a result prime agricultural lands are converted to other land uses such as residential and commercial. Agricultural lands therefore needs to be safeguarded against other activities. However, these lands if needed could be released for housing and related activities in a timely manner. (See SP RE 22)

POLICY S RE1 Agricultural activities such as poultry and animal rearing which do not depend on the quality of the soil and which can contribute to the rural economy will be supported by the local planning authority on poor quality agricultural land.

There are a few agro-processing plants located within the local planning area specializing in the canning of ackee and callaloo. The majority of employees are residents of Seaforth and the surrounding communities. However, this operation is not large scale and cannot absorb the unemployed of the area. Additionally there is a need for sustainable income generating methods that will stimulate economic growth within the locality.

POLICY S RE2 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.

The growth in the commercial sector has resulted in a proliferation of small scale commercial entities that range from supermarkets, wholesales, bars, and a variety other small shops throughout the local planning area. However, the residents tend to shop for small items at regular intervals. Local shops are therefore very important in fulfilling the day to day activity for the members of the community. Such facilities will therefore be supported where there is a justifiable need and will not act as a catalyst to linear commercial development.

FIFTH SCHEDULE, *contd.*

POLICY S RE3 Proposals for shops in rural areas will be given consideration in appropriate locations where it can be proven that there is a need for the facility in the neighbourhood.

POLICY S RE4 Proposals for improvements to local shopping facilities in commercial or residential areas will normally be permitted.

The existing market facility is in disrepair and has been converted to other uses. Many persons now utilize the road reservations to sell their goods. The undertaking of agriculture as a viable enterprise requires the provision of a market or distribution outlets in convenient locations. Where these are necessary the planning authorities will support them.

POLICY S RE5 The Local Planning Authority will seek to renovate the current market facility or identify a suitable alternate site to accommodate market facilities and will ensure that these facilities are protected and maintained for the convenience of the residents in the Seaforth Local Planning Area.

POLICY S RE6 Developments will normally be permitted where it is shown that it is necessary for the wholesale distribution of produce to and from local farms.

SOCIAL AMENITIES

The Seaforth Local Planning Area is service by all the basic amenities and community facilities. These facilities not only serve the communities within the Seaforth Local Planning Area but also other communities such as Whitehall to the north, Middleton and Spring Garden to the east of its boundary. However, there is an acute shortage of open spaces and recreational areas within the local planning area.

POLICY S SA1 The local planning authority will support the expansion and upgrading of all inadequate social facilities.

POLICY S SA2 All educational or institutional facilities must meet the requirements of the Ministry of Education with consultation and if necessary the approval of the Planning Authority.

Educational/Institutional

There are several educational facilities located within the local planning area; which includes basic schools, primary school, high school and numerous private institutions. However, these facilities are in need of refurbishing and upgrading. In the event that these become inadequate, lands suitable to accommodate additional facilities will be required.

FIFTH SCHEDULE, *contd.*

- POLICY S SA3 New proposals for educational and institutional uses will be assessed on their own merit and shall conform to all required planning standards.
- POLICY S SA4 Building heights for schools and churches shall not exceed three and two storeys, respectively.

Open Space/Recreational Area

Open spaces and recreational areas are limited. Those that are present are located within the housing schemes in the local planning area. However, the Serge Island's recreational area, located on the outskirts of the local planning area is also utilized by the residents. This complex consists of a football field, a basketball court and a community centre. A section of the community centre was damaged by the Morant River and is in need of repair.

- POLICY S SA5 The Local Planning Authority in conjunction with the relevant authority will seek to identify suitable lands within the local planning area to be used for recreational purposes including a Community Centre.

Informal settlements were observed on some lots that are reserved for open spaces especially those that are located within the housing schemes. The Local Planning Authority along with the relevant stakeholders will identify, prioritize, and seek to permanently protect and maintain open spaces delineated for recreation activities.

- POLICY S SA6 All lots within Seaforth Local Planning Area that are zoned as open spaces, or for recreational uses, shall be developed only for such use; the planning authorities will not support any uses in conflict with the proposed zoning.
- POLICY S SA7 No structure shall be allowed on any public open space that does not complement the use thereof.

Cemetery

There is no public cemetery located in the Seaforth Local Planning Area. Residents use the church cemeteries within the community and also family plots. However, most of these cemeteries have reached their capacity including the cemetery in Morant Bay which is now closed. The Municipal Corporation should seek to secure lands for a new cemetery.

- POLICY S SA8 The Local Planning Authority shall seek to identify suitable lands to establish a new cemetery before the existing cemeteries reach their capacity.
- POLICY S SA9 The Local Planning Authority will support the use of crematorium as an alternative form of burial.

FIFTH SCHEDULE, *contd.*

HOUSING

Housing facilities within the local planning area are predominantly single family detached units and are owner - occupied. A relatively large amount of the housing units are constructed with concrete and are in need of repairs. The Local Planning Authority will seek to find suitable lands as the need arises to support the housing need.

POLICY S H1 The Local Planning Authority will ensure that lands zoned for housing on the Seaforth Local Planning Area Land Use Proposal Zoning Map (Inset No. 3) are used for that purpose.

POLICY S H2 New residential developments in the area shall be compatible with the nature and character of existing developments.

POLICY S H3 Density shall not exceed 75 habitable rooms per hectare (30 habitable rooms per acre) on a minimum lot size of 0.2 hectare (½ acre), with building heights not exceeding two (2) storeys for residential lots in areas that do not have connection to the central sewage system; these shall be required to treat to at least a secondary level.

Unplanned settlements have serious implication on the state of the environment. The incidence of these settlement patterns has become a growing concern within the local planning area especially when these developments occur in environmentally sensitive areas.

POLICY S H4 In areas of steep slopes or unstable geology or in areas of conservation or environmental importance where low density accommodation or residential development is contemplated, the development will be prescribed strict stipulations or conditions and must adhere to the recommendations of the relevant Planning Authorities.

POLICY S H5 To meet the housing demands of the area land will have to be provided for service lots and starter units. Where government owned properties exist, land shall be reserved on them for housing purposes and be released on a timely basis to the housing sector specifically for development targeting the low end of the housing market.

The introduction of multi-family housing developments such as apartments, have played an essential role in meeting some of the nation's housing demand. However, if the need/demand arises for such development within areas zoned for residential purposes each would have to be assessed on its own merits.

POLICY S H6 The erection of any multi-family type developments will be required to seek planning permission from the Local

FIFTH SCHEDULE, *contd.*

Planning Authority and should conform to all required planning standards.

POLICY S H7 Planning permission will not be granted for multi-family development that does not include recreational areas for children's play area and other amenities such as parking facilities for residents and visitors.

POLICY S H8 Applications for new housing developments will not be supported by the planning authorities in areas which are deficient in the provision of water supplies or sewage services.

POLICY S H9 The Planning Authorities will not support any new multi-family development (apartments/townhouses) except where amenity area provision as stipulated at the rate outlined in Appendix 11 of this Development Order is adequately met.

The permeation of residential areas by non-conforming uses is not acceptable, and nuisances, illegal and non-conforming uses will be removed by the relevant authorities.

POLICY S H10 The Local Planning Authority will not normally support non-residential development on lots zoned for residential uses.

POLICY S H11 Proposals for change of use of a residential property to a non-residential use will only be permitted if the non-residential activity is compatible with the residential character of the area.

Uncontrolled development on a hillside is a potential hazard as it increases the area's susceptibility to slope failure, erosion and drainage problems. In an effort to protect the stability of these environmentally sensitive areas control has to be exercised over development proposals to prevent the destruction of trees and the construction of hard paving that contributes to excess runoff. The Seaforth Local Planning Area has several such areas and care will be taken to ensure that housing developments are not allowed in high risk locations.

POLICY S H12 Housing development will not be allowed on land that is steep and unstable, vulnerable to erosion, slippage, subsidence, flooding or other natural hazards or which will involve costly extraordinary precautions to safeguard.

The use of a density range allows developers to vary the size and types of dwellings on a site. Densities will take into consideration the local characteristics including geology and slope along with the character and significance of surrounding developments. The Seaforth Local Planning Area is hilly in some sections hence densities in outlying hilly areas will be of a low nature and will not be in excess of 50 habitable rooms per hectare (20 habitable rooms per acre).

FIFTH SCHEDULE, *contd.*

POLICY S H13 Density in hilly areas shall be in accordance with the Hillside Development Manual for Jamaica which have been developed for these areas. Guidelines in Appendix 22 also applies.

In residential developments, in order to provide privacy for residents and ensure that adequate lighting and ventilation can be obtained it is necessary to maintain setback from adjoining properties.

POLICY SH14 Minimum setbacks from property boundaries are for residential development are:

- (a) Single family development—
 - (i) sides—1.5 m per floor from property boundary;
 - (ii) 3m from the rear or 1/3 the height of the building, whichever is greater;
 - (iii) a minimum of 6m from the front to the satisfaction of the road authority.
- (b) Multifamily development—
 - (i) Sides—1.5m per floor from property boundary;
 - (ii) 14.9m from the rear or 2/3 the height of the building, whichever is greater;
 - (iii) to the satisfaction of the road authority.

MINING

There are few quarries located along the Morant River which runs parallel to the western boundary of the local planning area. Quarrying activities employ a small portion of the labour force within the area.

POLICY S M1 Where quarrying operations have occurred the rehabilitation or restoration of the quarried area should be undertaken, according to the established closure plan as approved by the relevant authority.

There should be no removal of river aggregates without the requisite sanctions and licenses within the Seaforth Local Planning Area.

FIFTH SCHEDULE, *contd.*

- POLICY S M2 All quarrying activities should obtain the requisite sanctions and licenses from the relevant authorities. This will ensure that any detriment to the environment is mitigated.
- POLICY S M3 The Local Planning Authority will seek to ensure that the conditions attached to the various quarry licenses are adhered to and that punitive measures are enforced on individuals who violate the conditions of approval.

WASTE TREATMENT AND DISPOSAL

Sewage Disposal

There is no centralized sewage disposal system in the local planning area. Septic tanks are used along with absorption pits as the main method of sewage disposal. STATIN Data (2011) reveals that thirty (30%) per cent of the household used pit latrine, while sixty-five (65%) per cent had water closets. However, all methods of disposal should conform to those recommended by the Ministry of Health, the Natural Resources Conservation Authority (NRCA), the Local Planning Authority and all other relevant authorities.

- POLICY S WT1 Permission will not be granted for new buildings or extensions in areas without central sewage unless the sewage treatment facilities proposed will treat the sewage produced to at least a secondary level.
- POLICY S WT2 In the absence of a central sewage system the following sewage disposal methods may be permitted in appropriate situations:
- (i) septic tanks and tile field; or
 - (ii) Any other safe and appropriate waste disposal technology that may be developed and is acceptable to the planning authorities and other appropriate authorities.

Solid Waste Disposal

The local planning area is serviced twice per week by the Metropolitan Parks and Markets garbage collection system. According to 2011 census data, of the 1,863 households within the local planning area, only sixty-six (66%) per cent have access to public garbage collection facilities. The inefficiency in the garbage collection system has resulted in overflowing skips and the presence of small illegal dump sites throughout the local planning area.

FIFTH SCHEDULE, *contd.*

- POLICY S WT3 The indiscriminate and unsatisfactory disposal of waste will not be encouraged and the Local Planning Authority will support the routine collection and recycling of such waste as much as possible and the facilities to do so.

The limited garbage facilities can have an adverse effect on the amenities and health of neighbouring properties and the general environment through the infestation of rodents and insects. All development should therefore make provision for proper waste storage collection in tamper and rodent proof devices.

- POLICY S WT4 All developments will be required to make adequate provision for the storage and collection of waste matter which should if possible be sorted into non-recyclable and recyclable categories.

- POLICY S WT5 The disposal of waste into sinkholes and caves will not be supported by the planning authorities.

WATER SUPPLY

STATIN Data (2011) reveals that 80.1 per cent of the 1,863 households in the Seaforth Local Planning Area have access to public water facilities. Currently water supply to the area is provided by the Morant Bay Pump Station. However this facility is not reliable and needs to be repaired.

- POLICY S WS1 The Local Planning Authority will ensure that the relevant authorities upgrade and improve the existing public water supply system to adequately service the local planning area.

Residents in hilly areas where public water facilities are absent rely on rivers, streams and catchment tanks for water supply. Although piped water is being supplied to more areas, some residents will still be dependent on catchment tanks and therefore these should not be abandoned.

- POLICY S WS2 All developments shall be required to provide catchment tanks or some other method of harnessing rain water to satisfy their needs in the absence of a piped water supply system.

BATH LOCAL PLANNING AREA

Description

Bath is a rural community located in eastern Saint Thomas on the northern banks of the Plantain Garden River, the only river in Jamaica which flows from west to east. Its development and origin in the early 18th century was based on the discovery and development of hot water springs which is known as the Bath Fountain. The Bath Local Planning Area is also home to the second oldest botanical garden in the western hemisphere, the Bath Botanical Gardens.

FIFTH SCHEDULE, *contd.*

The Bath Local Planning Area is bordered by the Plantain Garden River to the south where it connects with the Indian Coney River to the east, northerly to Mount Mansfield and Beacon Hill District to encompass the Bath Fountain, then in a south westerly direction back to the Plantain Garden River. (See Map Inset No.4)

The population of Bath Local Planning Area has been declining. During the period 1991–2001 the population of the Bath Local Planning Area grew at an average annual rate of–0.21%. There was a further decline during the inter-censal period 2001–2011, from 2,558 persons to 2,115 persons which represent an annual growth rate of–1.8%. Assuming that the growth rate remains consistent with that for the period 2001–2011 it is projected that in 2030 the population of the Local Planning Area will decrease to 1,474 persons.

The local planning area has all basic amenities necessary to promote growth and development.

TRANSPORTATION AND TRAFFIC

Transportation options are limited within the Bath Local Planning Area due to the nature of the terrain. Route taxis are the main mode of public transportation that traverses the area.

Public Transportation

Currently, there are no public transportation facilities available to accommodate the residents. Taxis and stage carriers traverse the various routes throughout the area and park along the sides of roadways to load and unload passengers.

The absence of public transportation facilities has not contributed to any significant traffic congestion. However as the local planning area becomes more developed the need for such a facility will become increasingly important.

POLICY B T1 The Local Planning Authority will seek to establish a suitable transportation centre to accommodate taxis and stage carriers and/or will facilitate the construction of lay-bys and bus bays for the picking up and letting off of all passengers.

POLICY B T2 All forms of public transportation will be required to utilize the transportation centre equipped with the requisite facilities to satisfy the needs of the commuting public.

Road Network

The Bath Main Road is the only major thoroughfare that traverses the local planning area. This results in a linear settlement pattern with all major activities located along the road. Several sections of this main road as well as the secondary roads are in need of improvement and have no sidewalk facilities. Any increase in both population and vehicular movement within the local planning area will create a need for these facilities, which separates and protects pedestrians from vehicular traffic.

FIFTH SCHEDULE, *contd.*

- POLICY B T3 The Local Planning Authority will seek to ensure that any rehabilitation of the main road or any other roads carried out in the area will include adequate sidewalk facilities, for the use and safety of all pedestrians. Policy SP T10 also applies.
- POLICY B T4 The Local Planning Authority will seek to develop a road widening, improvements and maintenance programme to address the needs of road users in consultation with the relevant authorities.

Vehicular Parking

Currently there are little or no parking facilities within the local planning area. Residential parking is normally permitted along service roads and the respective resident's property. Vehicles are also often parked along roadsides inhibiting pedestrians and vehicular movement. In addition there is a lack of parking for commercial entities and this result in customers parking along the roadway.

- POLICY B T5 All new developments and extensions should provide adequate on-site parking unless it is impractical or not feasible to do so in which case alternative arrangements will have to be made with the local planning authority.
- POLICY B T6 On-street parking will only be allowed where it does not affect the free flow of traffic and is not detrimental to pedestrians and other road users.
- POLICY B T7 All new developments having outdoor parking lots shall make use of green and or permeable parking surface techniques.

CONSERVATION OF THE NATURAL AND BUILT ENVIRONMENT

The terrain within the northern sections of the Bath Local Planning Area is undulating rising to elevations in excess of four hundred metres (400m) in many instances. It is also dissected by several streams and rivers and as such careful attention has to be placed on preserving and conserving the natural environment.

- POLICY B C1 Planning permission will not be granted for development on or near the local nature reserves or regionally important geological sites if detrimental to the environment.

The Bath Fountain and Botanical Gardens are declared heritage sites by the Jamaica National Heritage Trust. All buildings and lands deemed as historical within the local planning area will be conserved and protected. Any development proposals on these sites must be in keeping with the historical character of the site.

FIFTH SCHEDULE, *contd.*

- POLICY B C2 The Local Planning Authority will not grant planning permission for any development which would adversely affect the character and appearance of any historical monument/building/site.
- POLICY B C3 No permission will be given for any development within the vicinity of any monument listed by the Jamaica National Heritage Trust without approval of that body.
- POLICY B C4 There shall be a “no-build zone” along the Plantain Garden River of a minimum of fifty (50) metres measured horizontally from the banks of the river. (See Bath Land Use Proposal Map—Inset 4).

URBANECONOMY

The majority of the economic activities in the local planning area are located linearly along the Bath Main Road. These activities provide jobs in the commercial, industrial and service sectors. Many of these commercial entities are located on lands also used for residential purposes.

Economic development is necessary for the growth of the local planning area. The area is not self-sustaining or equipped to maintain economic growth; employment opportunities and efficient public services without first creating a competitive environment to stimulate growth. The economic base of Bath has been declining as it is heavily associated with the tourism industry which is not as prosperous as in the past.

- POLICY B UE1 The Local Planning Authority along with other relevant authorities will seek to implement strategies to invest in the revitalization and infrastructure of the central business district, such as improvements to historic buildings and public facilities.
- POLICY B UE2 The Local Authorities will seek to develop the urban economy of the local planning area through the identification and zoning of suitable sites for commercial, industrial, manufacturing, tourism, office and other uses.
- POLICY B UE3 The Local Planning Authority will ensure that all large scale commercial developments in the planning area have no adverse impacts on the site to be developed or on neighbouring sites or developments in the area for which the proposal is submitted.

FIFTH SCHEDULE, *contd.*

- POLICY B UE4 Minimum setbacks from property boundaries for Commercial development:
- (a) Buildings located within business centres on lots identified for commercial use may be constructed with zero lot line subject to the provision of parking and other required standards to the satisfaction of the planning authority.
 - (b) Where commercial development adjoins lots identified for or currently used for residential purposes, the structure must be setback at least 3 meters from that boundary.
- POLICY B UE5 Minimum setbacks from property boundaries for Office development:
- (a) Buildings located within business centres on lots identified for office use may be constructed with zero front lot line subject to the approval of the road authority, the provision of parking and other required standards to the satisfaction of the planning authority
 - (b) Where compatible office development is contemplated for infill development in residential areas:
 - (i) Rear—minimum of 6 meters
 - (ii) Side yards—at least 3 meters or a minimum of 15% of the width of the lot.

There are a number of mixed use activities present throughout the local planning area. Mixed uses such as residential and commercial activities on one lot will be encouraged so as to introduce life to the central business district, especially at nights when most activities cease operations. However where land uses are incompatible this will not be encouraged.

- POLICY B UE6 The local planning authority will encourage mixed use development where this is appropriate, and will at all times ensure that the residential amenities and areas of environmental importance are protected.

There is the practice of establishing small commercial entities on the outskirts of the main commercial districts in rural townships. This practice has been on an increase

FIFTH SCHEDULE, *contd.*

throughout the local planning area. This is primarily the result of the terrain which exists within the area. These establishments are essential in providing not only income to the proprietors but also essential basic commodities to neighbours who might otherwise have to travel great distances.

POLICY B UE7 Commercial activities compatible with vernacular type residential areas may be allowed in situations where they provide a service and do not conflict with the amenities of the area.

POLICY B UE8 The Local Planning Authority will support home based cottage type industries in areas where compatible with the existing surrounding developments and will not be harmful to the environment.

As in a rural community a significant section of the local population rely on subsistence agriculture as a means of generating income. There is no formal market facility within the local planning area to buy or sell produce and as such many rely on a section of the road reservations to market their commodities.

POLICY B UE9 The Local Planning Authority will seek to identify a suitable site to accommodate market facilities and will ensure that these facilities be protected and maintain its use for the convenience of the residents in the Bath Local Planning Area.

RURALECONOMY

Farming was once the main industry and still remains an integral income generator that contributes to the local economy. However, over the years, the production of crop has decreased for various reason and large parcels of agricultural lands are constantly under pressure for other uses.

POLICY B RE1 The Local Planning Authority will ensure the protection and conservation of productive agricultural lands (Classes I, II and III) and will give consideration to agricultural uses over other planning considerations until required for other development.

POLICY B RE2 The Local Planning Authority will give due consideration to the establishment of agro- industrial development at suitable locations where the infrastructural facilities are available and the surrounding amenities will not be adversely affected.

While the terrain within the Bath Local Planning Area is undulating, this should not be seen as a deterrent to agricultural development. There are a number of agricultural activities that do not require lands with good soil capability. In these situations land of

FIFTH SCHEDULE, *contd.*

lower capability may also be used for agricultural purposes especially in the rearing of animals and the keeping of poultry.

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

POLICY B RE4 The Local Planning Authority along with the relevant agencies will seek to promote the continued development of viable agricultural ventures, particularly in light of food security concerns amplified by climate change.

TOURISM

The Bath Fountain and Bath Botanical Gardens have been prominent tourist attraction for both local residents and visitors. Both attractions have been on the decline over the years, however they remain as significant therapeutic and ecological value and should be preserve and promoted.

POLICY B TO1 Developments which seek to promote and encourage heritage, cultural and ecotourism will generally be supported, provided it does not destroy or deface any cultural or heritage site nor destroy the natural habitat of any endemic flora or fauna, and conforms generally to the other policies in this Order.

The undulating terrain and the various rivers within the local planning area offer the unique potential to establish ecotourism ventures such as hiking trails.

POLICY B TO2 The Local Planning Authority will support proposals for small scale tourism activities such as small cabins and hiking trails as long as these are not detrimental to the environment.

POLICY B TO3 New tourism developments will normally be supported in suitable areas to increase the economic potential of the local planning area provided that the integrity of the area is not compromised.

SOCIALAMENITIES

The local planning area has a variety of amenities namely: education, health, community facilities, etcetera. These facilities over time will require further upgrading and improvements to meet the demands of the local population. All residents within the local planning area should have access to these facilities.

FIFTH SCHEDULE, *contd.*

POLICY B SA1 The Local Planning Authority will support the expansion and upgrading of all social facilities and the establishment of additional ones.

There are a few education facilities within the local planning area which serve the local population and neighbouring districts. However, refurbishing and upgrading of these buildings need to be undertaken. In the event that these become inadequate, lands suitable to accommodate additional facilities should be identified.

POLICY B SA2 New proposals for educational and institutional uses will be assessed on their own merit and shall conform to all required planning standards.

POLICY B SA3 The Local Planning Authority in consultation with the relevant authorities will identify suitable lands within the local planning area to establish additional educational and institutional facilities as the need arises.

POLICY B SA4 Developments which would result in the reduction of the available educational facilities will not be encouraged unless provisions can be made elsewhere at a suitable location to offset any shortfall which would result from such development.

There are a few areas within the local planning area that are demarcated as open spaces and recreational area. The Local Planning Authority along with the relevant stakeholders will identify, prioritize, and seek to permanently protect and maintain open spaces delineated for recreational activities.

POLICY B SA5 The Local Planning Authority will seek to identify suitable lands within the local planning area to be used for recreational uses.

HOUSING

Housing facilities within the local planning area are predominantly detached units. The majority of the housing units are constructed with wood or a mixture of wood and concrete. The incidents of informal settlements are not prevalent in the local planning area.

POLICY B H1 The Local Planning Authority will ensure that lands are zoned where appropriate to satisfy the demand for residential housing within the local planning area.

There are no multi-family housing units such as townhouses and apartments in the local planning area. Such types of developments are not the norm for rural towns and there is no immediate demand for such developments. However, if the need/demand arises for such development within areas zoned for residential purposes each would have to be assessed on its own merit.

FIFTH SCHEDULE, *contd.*

- POLICY B H2 New residential developments in the area shall be compatible with the nature and character of existing development.
- POLICY B H3 The erection of any multi-family type developments will be required to seek planning permission from the Local Planning Authority and should conform to all required planning standards.
- POLICY B H4 Applications for new housing developments will not be supported by the planning authority in areas deficient in the provision of water supplies or sewage services.
- POLICY B H5 Provision will be given where necessary for residential development which would be small in scale and avoid the appearance of a housing estate but respect the village environment
- POLICY B H6 Residential development should not normally exceed two stories in height, be setback from property boundaries as stipulated in Appendix 11 and satisfy the necessary planning standards as stipulated by the planning authorities.
- POLICY B H7 Minimum setbacks from property boundaries are for residential development are:
- (a) Single family development—
 - (i) sides—1.5 m per floor from property boundary;
 - (ii) 3m from the rear or 1/3 the height of the building, whichever is greater;
 - (iii) a minimum of 6m from the front to the satisfaction of the road authority.
 - (b) Multifamily development—
 - (i) sides—1.5m per floor from property boundary;
 - (ii) 14.9m from the rear or 2/3 the height of the building, whichever is greater;
 - (iii) to the satisfaction of the road authority.

The use of a density range allows developers to vary the size and types of dwellings on a site. Densities will take into consideration the local characteristics including

FIFTH SCHEDULE, *contd.*

geology and slope along with the character and significance of surrounding developments. The Bath Local Planning Area is hilly in northern sections hence densities in outlying hilly area will be of a low nature and will be varied by the Planning Authorities.

POLICY B H8 In areas of steep slopes or unstable geology or in areas of conservation or environmental importance where low density accommodation or residential development is contemplated, the development will be prescribed to strict stipulations or conditions and must adhere to the recommendations of the relevant Planning Authorities.

POLICY B H9 Density shall not exceed 75 habitable rooms per hectare (30 habitable rooms per acre) on a minimum lot size of 0.2 hectare (½ acre), with building heights not exceeding two (2) storeys for residential lots in areas that do not have connection to the central sewage system; these shall be required to treat to at least a secondary level.

WASTE TREATMENT AND DISPOSAL

Sewage Disposal

There is no waste treatment plant in the local planning area. In 2011 fifty-nine per cent (59%) of the 857 households used pit latrines, while thirty-five per cent (35%) used water closets. However, all methods of disposal should conform to those recommended by the National Resources and Conservation Authority, the Environment Health Unit in the Ministry of Health, the local planning authority and all other relevant authorities.

POLICY B 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.

POLICY B WT2 Where pit latrine is recommended as the method of waste disposal then it should be of the ventilated improved type or any other that is environmentally friendly.

Solid Waste Disposal

Solid Waste collection appears to be done in a haphazard manner within the local planning area. This results in small illegal dumps occurring throughout the local planning area.

POLICY B WT3 The Local Planning Authority along with the relevant agencies will seek to improve the garbage collection system and ensure that adequate garbage disposal facilities are placed at strategic locations throughout the local planning area.

FIFTH SCHEDULE, *contd.*

Inadequate garbage facilities exist in the local planning area. This can have an adverse effect on the surrounding environment and health of residents and may cause infestation by rodents and insects. All development should therefore make provision for proper waste storage collection in tamper and rodent proof devices.

POLICY B WT4 All developments will be required to make adequate provision for the storage and collection of waste matter which should if possible be sorted into non-recyclable and recyclable categories.

POLICY B WT5 The disposal of waste into sinkholes and caves will not be supported by the planning authorities.

WATER SUPPLY

The Bath Local Planning Area is surrounded by natural sources of water; the Plantain Garden River, Indian Coney River and Sulphur River. Currently there is a National Water Commission Lift Station located within the local planning area. The majority of the residents have access to public water supply such as standpipes and public catchment areas and not piped water to yards or dwellings.

The existing water supply system needs to be improved and maintained, to ensure greater accessibility as well as to meet increase demand.

POLICY B WS1 The relevant authorities will ensure that the existing public water supply system is improved to adequately service the local planning area.

POLICY B WS2 The construction of rainwater catchment tanks will be encouraged by the planning authorities for residential and other developments in the hilly sections and areas without public water supply.

GOLDEN GROVE/DUCKENFIELD/DALVEY LOCAL AREA PLAN

Description

The Golden Grove/Duckenfield/Dalvey local planning area extends from Morant Point in the east along the coast to Holland and Holland Bay to the north; then along the Plantain Garden River to Winchester to the northwest; then to Pleasant Hill in the west; then along the Parochial road to Rocky Point to the south west; then to Folly Bay in the south; and then east north easterly along the coast back to Morant Point in the east. (See Inset No.5)

The name of the local planning area is derived from the Golden Grove and Duckenfield Estate. Golden Grove/Duckenfield/Dalvey is located to the south-east of the parish. According to STATIN the local planning area had a population of 5,872 in 2001. By 2011 the population had decreased to 5,516 persons. A growth rate of -0.62 percent was recorded for the period. By 2030 it is expected that the population will further decrease to 4,893 assuming that the growth rate remains constant.

FIFTH SCHEDULE, *contd.*

TRANSPORTATION AND TRAFFIC

Transportation services within the local planning area are provided by means of private motor vehicles and taxis. These taxis generally pick up and set down passengers along the roadways. This practice is an inconvenience to pedestrians and hazardous to persons especially those that are disabled.

Vehicular Parking

The local planning area has a small linear commercial centre with the older buildings constructed without any parking provision. The major thoroughfares that traverse the local planning area are heavily used by both motorists and pedestrians.

- | | |
|---------------|--|
| POLICY GDD T1 | To avoid congestion and facilitate the free flow of traffic along the Main Road, the planning authorities will not normally support on-street parking along these roads. |
| POLICY GDD T2 | Maintenance and improvements to the main and other roads will be supported by the local planning authority in order to ensure easy movement of traffic throughout the local planning area. |
| POLICY GDD T3 | The local planning authority will ensure that main transport routes are provided with lay-bys to allow public passengers including the disabled to embark and disembark safely. |
| POLICY GDD T4 | All new developments having outdoor parking lots shall make use of green and or permeable parking surface techniques. |

There are a few commercial complexes which provide parking for patrons. However there are other commercial activities which are void of the requisite parking.

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|---------------|--|
| POLICY GDD T5 | All new developments will be required to provide adequate parking for customers as set out in the relevant policies and Appendix 8 in this Order. |
| POLICY GDD T6 | The local planning authority will not support proposals for any new development or extensions unless the required number of parking spaces are provided on site or other provisions can be met elsewhere to the satisfaction of the local planning authority. (See Development and Investment Manual, Volume 1, Section 1—Planning and Development). |

Road Network

The Golden Grove/Duckenfield/Dalvey Main Road is a major thoroughfare that traverses the northeastern section of the parish leading to Portland. All major activities are located on this roadway. Sections of this road as well as secondary roads are in

FIFTH SCHEDULE, *contd.*

need of improvement and have no sidewalk facilities. While sidewalk facilities are normally associated with urban areas, any increase in both population and vehicular movement within the local planning area will create a need for these facilities, which separate and protect pedestrians from vehicular traffic.

POLICY GDD T7 The local planning authority will seek to ensure that any rehabilitation of the main road or any other roads carried out in the area will include adequate sidewalk facilities where absent, for the use and safety of all pedestrians. Policy SP T10 also applies.

POLICY GDD T8 The local planning authority will seek to develop a road widening, improvements and maintenance programme to address the needs of the local population.

CONSERVATION OF NATURAL AND BUILT ENVIRONMENT

The Natural Environment

Due to its location Golden Grove/Duckenfield/Dalvey have vast areas of natural vegetation and openness which gives it a unique appearance. Such a distinctive environment should be protected and supplemented by the planting of trees in vacant areas which will add to the landscape features of the local planning area.

POLICY GDD C1 The local planning authority is mindful of the natural vegetation surrounding the local planning area and in approving any application for development will ensure it is protected during or after building operations.

POLICY GDD C2 All new development applications sent to the local planning authority for approval should be accompanied by a landscape plan.

POLICY GDD C3 All new developments or extensions should have trees planted along the sidewalks or verges to the satisfaction of the local planning authority.

POLICY GDD C4 Permission will not be granted for any development that will involve the removal of the natural vegetation or will in anyway disturb the existing landform along the coastal section from Folly Bay to Morant Point and from Morant Point to Holland Bay.

The Golden Grove/Duckenfield/Dalvey local planning area comprises a fragile and sensitive eco-system including the Great Morass and Holland Bay which was declared a game sanctuary under the Wild Life Protection Act 1945. Both areas play a dominant role in sustaining the environment of the local planning area.

FIFTH SCHEDULE, *contd.*

- POLICY GDD C5 No permission will be granted for any development within the Great Morass and Holland Bay except for agricultural and horticultural activities.

The Built Environment

The Golden Grove/Duckenfield/Dalvey Local Area is home to the Golden Grove Great House and the Morant Point Lighthouse which was built in 1841 and is listed by the Jamaica National Heritage Trust as a National Monument. It is located in the most easterly point of the parish and is the oldest lighthouse in the island. The applicable policies pertaining to historical, archaeological sites and buildings will be applied in this area.

- POLICY GDD C6 The planning authorities will endeavor to protect, preserve and enhance the special character and environs of historical buildings, especially those protected under the Jamaica National Heritage Trust Act.

- POLICY GDD C7 The local planning authority will not allow any works to any historic buildings or sites in the Golden Grove/Duckenfield/Dalvey local area if such action would adversely affect the architectural or historic interest of the area until approval has been granted by the Jamaica National Heritage Trust.

URBANECONOMY

Commercial activities are concentrated in a small area. Shops and bars are located at strategic points along the main roadways supplying wholesale and retail items.

- POLICY GDD UE1 Planning permission will be granted to allow commercial activities and other mixed uses along the main road where compatible with the existing developments and will not cause damage to the amenities of the area.

- POLICY GDD UE2 New commercial and/or office uses will only be permitted within the zones designated for such uses in this Order.

- POLICY GDD UE3 Buildings for commercial purposes shall not exceed two storeys in height in the areas zoned for such use.

- POLICY GDD UE4 Minimum setbacks from property boundaries for Commercial development:

- (a) Buildings located within business centres on lots identified for commercial use may be constructed with zero lot line subject to the provision of parking and other required standards to the satisfaction of the planning authority.

FIFTH SCHEDULE, *contd.*

- (b) Where commercial development adjoins lots identified for or currently used for residential purposes, the structure must be setback at least 3 meters from that boundary

POLICY GDD UE5 Minimum setbacks from property boundaries for Office development:

- (a) Buildings located within business centres on lots identified for office use may be constructed with zero front lot line subject to the approval of the road authority, the provision of parking and other required standards to the satisfaction of the planning authority
- (b) Where compatible office development is contemplated for infill development in residential areas:
 - (i) Rear—minimum of 6 meters.
 - (ii) Side yards—at least 3 meters or a minimum of 15% of the width of the lot.

POLICY GDD UE6 The local planning authority will support the development of complimentary industries which will facilitate the development of agriculture within the area.

POLICY GDD UE7 Proposals which will modernize or improve the shopping role of the area will normally be approved if access and other related policies are satisfactory.

RURALECONOMY

The economy of Golden Grove/Duckenfield/Dalvey is dominated by agricultural activities and is the main contributor to the economy of the local planning area. It is important that lands of high agricultural value be protected and rationalized to safeguard the economy of the area.

POLICY GDD RE1 Development which diminishes the amount of productive or potentially productive agricultural lands in Golden Grove/Duckenfield/Dalvey will not normally be permitted, particularly in light of food security concerns amplified by climate change.

POLICY GDD RE2 The local planning authority will ensure the protection and conservation of productive agricultural lands (Classes I, II and III) and will give priority to agricultural uses over other planning considerations.

FIFTH SCHEDULE, *contd.*

The rural area provides resources for both the locality and urban areas and therefore has to be protected from encroachment by non-rural type development.

POLICY GDD RE3 The local planning authority will seek to protect agricultural land outside of 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.

POLICY GDD RE4 Planning permission for residential development on agricultural lands will be given subject to the building being occupied in connection with agriculture and there will be no further subdivision of the land for residential purposes.

There are some uses which bear no relationship to the quality of the land and cannot always justify the location as being part of an agricultural property. In these instances this will jeopardize the use of adjacent agricultural lands.

POLICY GDD RE5 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.

Under the Fourth Schedule of this Order there are some agricultural developments which do not require planning permission. Those that are exempted should be designed and sited so that there is no conflict with other rural interests such as the landscape and conservation areas.

POLICY GDD RE6 Development essential for agricultural production will normally be permitted provided that there is no conflict with other important rural area resources and has no adverse impact on the appearance of the surrounding area.

Expansion of the economic base can be achieved through the diversification of farming activities and the re-use of unwanted rural buildings for various purposes.

POLICY GDD RE7 Recreational, light industrial, educational, and tourist related uses will be supported within unwanted farm and institutional buildings, provided that such change of use would not in any way affect the character of the building or be detrimental to the character of the rural area.

Agricultural activities will require the provision of markets and other distribution facilities (such as farm supply outlets et cetera) in a convenient location.

POLICY GDD RE8 Developments will normally be permitted where it is shown that it is necessary for the distribution of produce and supplies to and from local farms.

FIFTH SCHEDULE, *contd.*

SOCIAL AMENITIES

The Golden Grove/Duckenfield/Dalvey Local Planning Area has a number of social facilities. These include churches, post offices, police station, health centre, community centre, library and educational facilities.

POLICY GDD SA1 Planning permission will not be granted for any development that will eliminate or decrease any of the above mentioned social facilities, unless it will be replaced by a facility of equal or greater stature.

POLICY GDD SA2 The local planning authority will support the use of any of the social facilities listed above for a compatible use that will not detract from the original use.

Recreation and Open Space

The Golden Grove/Duckenfield/Dalvey Local Planning area currently has limited public open spaces and recreation places within its boundary.

POLICY GDD SA3 All lots within Golden Grove/ Duckenfield/Dalvey Local Planning Area that are zoned as public open spaces, or for recreational uses, shall be developed only for such use; the planning authority will not support any uses in conflict with the proposed zoning.

POLICY GDD SA4 No structure shall be allowed on any public open space that does not complement the use thereof (e.g. Telecommunication Towers and billboards, et cetera).

Institutional

There are a few primary and basic schools within the Golden Grove/Duckenfield/Dalvey Local Area.

POLICY GDD 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.

POLICY GDD SA6 Building heights for schools and churches shall not exceed three and two storeys, respectively.

Cemeteries

The Golden Grove/Duckenfield/Dalvey Local Planning Area is served by one public cemetery. The cemetery will soon reach its capacity and therefore steps should be taken to ensure that an alternative site is in place as also other forms of burial such as crematorium.

POLICY GDD SA8 The local planning authority shall seek to identify suitable lands to establish a new cemetery before the existing cemetery reaches its capacity.

FIFTH SCHEDULE, *contd.*

- POLICY GDD SA9 The local planning authority will support the use of crematorium as an alternative form of burial.

HOUSING

The Golden Grove/ Duckenfield/Dalvey Local Planning Area has a total of 1,712 housing units according to the 2011 population census. The majority of housing stock is in fair condition. The need for additional housing units will be met through private efforts on lands that will be identified and zoned for such purposes in the proposed land use maps.

- POLICY GDD H1 Lands will be identified on the land use proposal map to fill the future demand for residential development.
- POLICY GDD H2 The local planning authority will not grant permission for any housing unit to be nearer than 15.6 metres from the centre line of the main road.

The housing type within the Golden Grove/Duckenfield/Dalvey Local Planning Area is that of single family detached residential units.

- POLICY GDD H3 Residential single family unit or duplex dwellings will be allowed.
- POLICY GDD H4 Minimum setbacks from property boundaries will depend on the physical characteristics of the site and should be in accordance with the Development and Investment Manual and the satisfaction of the local planning authority.
- POLICY GDD H5 The planning authorities will not normally support non-residential development on lots zoned for residential uses.
- POLICY GDD H6 Proposals for change of use of a residential property to a non-residential use will only be permitted if the non-residential activity is compatible with the residential character of the area.
- POLICY GDD H7 Density shall not exceed 75 habitable rooms per hectare (30 habitable rooms per acre) on a minimum lot size of 0.2 hectare (½ acre), with building heights not exceeding two (2) storeys for residential lots in areas that do not have connection to the central sewage system; these shall be required to treat to at least a secondary level.
- POLICY GDD H8 In areas of steep slopes or unstable geology or in areas of conservation or environmental importance where low density accommodation or residential development is contemplated, the development will be prescribed to strict stipulations or conditions and must adhere to the recommendations of the relevant Planning Authorities.

FIFTH SCHEDULE, *contd.*

WASTE TREATMENT AND DISPOSAL

Sewage Disposal

There is no central sewage disposal system in the local planning area. Traditionally, sewage is normally disposed of onsite by means of absorption pits. However, all methods of disposal should conform to those recommended by the National Resources Conservation Authority, the Environment Health Unit in the Ministry of Health, the Local Planning Authority and all other relevant authorities.

POLICY GDD WT1 Permission will not be granted for new buildings or extensions in areas without central sewage unless the sewage treatment facilities proposed will treat the sewage produced to at least a secondary level.

POLICY GDD WT2 In the absence of a central sewage system the following sewage disposal methods may be permitted in appropriate situations:

- (i) septic tanks and tile field; or
- (ii) Any other safe and appropriate waste disposal technology that may be developed from time to time that is acceptable to the planning authorities and other relevant agencies.

Solid Waste Disposal

Inadequate waste storage facilities can affect the amenities of neighbouring properties and the public causing health and safety problems.

POLICY GDD WT3 All developments should therefore make provision for waste storage and collection in tamper and rodent proof devices.

POLICY GDD WT4 All developments will be required to make adequate provision for the storage and collection of waste matter which should if possible be sorted into non-recyclable and recyclable categories.

WATER SUPPLY

The Golden Grove/Duckenfield/Dalvey Local Planning Area is surrounded by natural sources of water such as the Plantain Garden River and its tributaries. The majority of the residents of the local planning area have access to public water supply. However, this is provided by standpipes and public catchment areas and not piped water to yards or dwellings.

The existing water supply system needs to be improved and maintained, to ensure greater accessibility of public water supply.

FIFTH SCHEDULE, *contd.*

- POLICY GDD WS1 The relevant authorities will ensure that the existing public water supply system is improved to adequately service the local planning area.
- POLICY GDD WS2 The construction of rainwater catchment tanks will be encouraged by the planning authorities for residential and other developments in hilly areas and areas without public water supply.

PORT MORANT LOCAL AREA PLAN

Description

Port Morant Local Planning Area is located along the coast in south-eastern Saint Thomas. It extends from Green Castle in the north to Pleasant Hill in east; to Clifton Hill, Leith Hall and Cardiff in the west and is bordered by the Caribbean Sea to the south.

It was, in the early years of European settlement, one of the island's chief ports, exporting bananas and rum.

The planning area however, recorded a decline in population from 3,531 to 3,440 between 1991 and 2001. The average annual growth rate was approximately -0.62 percent during the 10 year period. It is projected that if the population continues to contract at the current annual growth rate the population will further decrease to approximately 3,274 by the year 2030.

TRANSPORTATION AND TRAFFIC

Public Transportation

The main modes of public transportation in the local planning area are by taxis and minibuses. Presently there is no facility from which this mode of public transportation operates, as a result the taxis that ply the area load and unload passengers along roadways. This often results in traffic congestion in urban core as the roads tend to be narrow and crowded.

This is a hazardous practice as it obstructs the free flow of traffic and pedestrians including the disabled. It is necessary that parking provisions be made which would improve the situation and make it safer for all road users including pedestrians and the disabled.

- POLICY PM T1 The local planning authority will seek to establish a suitable transportation centre to accommodate taxis and stage carriers and/or will facilitate the construction of lay-bys and bus bays for the picking up and letting off of passengers including persons with disability.

FIFTH SCHEDULE, *contd.*

- POLICY PM T2 All forms of public transportation will be required to utilize the transportation centre when established on lands deemed suitable by the local planning authority and equipped with the requisite facilities to satisfy the needs of the commuting public.

Road Network & Infrastructure

The majority of the road infrastructure within local planning area is in need of improvements such as road widening, bridge rehabilitation, lay-bys, sidewalks and drains.

- POLICY PM T3 The local planning authority will seek to ensure that any rehabilitation of the main road or any other roads carried out in the area will include adequate sidewalk facilities, for the use and safety of all pedestrians. Policy SP T10 also applies.

- POLICY PM T4 The local planning authority will seek to develop a road widening, improvements and maintenance programme to address the needs of the local population.

Vehicular Parking

Parking will be an essential element in the overall transportation strategy for the local planning area. While most of the existing developments within the area make no provision for parking; on-street parking becomes the norm. Consequently, off-street parking provision will be necessary for new developments.

- POLICY PM T5 New developments will be required to provide parking facilities within the curtilage of the site being developed in accordance with the requirements set out in Appendix 8 and the design standards in Appendix 10.

The provision of public municipal parking area could also help to address parking issues. It is essential that public parking areas be developed within the high user areas of Port Morant.

- POLICY PM T6 The local planning authority will seek the introduction of controlled parking zones where parking problems are particularly serious and may adversely affect the operations of shops and other businesses.

- POLICY PM T7 All new developments having outdoor parking lots shall make use of green and or permeable parking surface techniques.

FIFTH SCHEDULE, *contd.**Port and Waterways*

Port Morant has within its local planning area boundary a wharf at Bowden which in its heyday was a very viable mode of exporting local produced goods such as banana and rum. With the possible rehabilitation of the wharf, Port Morant could be rejuvenated as a point of import and export of goods.

POLICY PM T8 The local planning authority will ensure that adequate provision of land be reserved for the improvement and expansion of port facilities.

CONSERVATION OF THE NATURAL AND BUILT ENVIRONMENT

The Natural Environment

There are three areas of ecological significance in the Port Morant Local Planning Area. These are the Bowden Bay, the Port Morant Wetland Area and the Great Morass. It is prudent that these areas are protected and conserved.

Bowden Bay is located on the south-eastern coast of Port Morant, Saint Thomas. It is a triangular-shaped area measuring 3.9km in length and 1.6km in width where the Beating and Ginger Rivers discharge silt and suspended matter. The Jamaica Defence Force Coast Guard and the Jamaica Constabulary Force Marine Police are located on the north-eastern side of the Bay. Oysters are also reared for research and commercial purposes.

POLICY PM C1 Bowden Bay is to be preserved as a “Management Area” and the planning authorities will not grant permission for any development that will in anyway conflict with this proposal.

POLICY PM C2 Any development proposal within the Bowden Bay will be examined on an individual basis and will require the approval of the relevant ministry or agency with responsibility for fisheries.

POLICY PM C3 The local planning authority in dealing with developments will institute strategies to adapt to the effects of climate change such as sea level rise, storm surges and erosion within the coastal areas in the Port Morant Local Planning Area.

A wetland area is located adjacent to Bowden Bay between Harbour Head and Bowden. All four species of mangroves which characterize Jamaica’s wetlands are located within this wetland. However, the area is inundated in rainy periods resulting in ponds serving as habitats for water birds such as herons. There have been significant anthropogenic influences such as informal settlements, charcoal burning, logging,

FIFTH SCHEDULE, *contd.*

forest clearance and dumping within the wetland area. The dumping of garbage is a significant threat to the biological diversity of the wetland as debris can be seen either scattered or in mounds in several areas.

POLICY PM C4 Planning permission will not be granted for any development that will result in deterioration of the mangrove forest and wetland areas and loss of any endangered species which are inhabitants to such areas.

Overwater structures developments in commercial, tourism, and other hospitality developments can impact on the ecological functions of the marine environment. The design, siting, construction and operations of such developments should be properly monitored to ensure that planning takes place in a sustainable and harmonious manner so that marine resources are protected.

POLICY PM C5 The development of overwater structures will not be permitted in the following areas:

- (a) areas within 100m from a coral reef;
- (b) declared public, bathing and fishing beaches;
- (c) fish sanctuaries;
- (d) marine protected areas;
- (e) navigational channels;
- (f) within 100m of river mouths and drainage features;
- (g) areas with 30m of mangroves and riparian forests;
- (h) exposed and high energy coast line;
- (i) within 30m of underground infrastructures example cables and pipelines;
- (j) proposed development areas with 30% or more sea grass coverage.

POLICY PM C6 Overwater structures shall be in accordance with the Overwater Structures Planning Guideline.

The Built Environment

Port Morant local planning area also has two forts which are of historical interest, namely Fort William and Fort Lindsey.

FIFTH SCHEDULE, *contd.*

- POLICY PM C7 Planning permission will not be given for any development that would damage any building/monuments which are of historic importance in the Port Morant Local Planning Area or one adjacent to such building/monument, or which would adversely affect its setting.

URBAN ECONOMY

The urban economy of the local planning area is characterized by wholesale/retail commercial activities with a few small shops offering basic food and household products. However, persons still have to travel to Morant Bay for a wider variety of products and services. There is the need to diversify the economy to create jobs and offer more goods and services. There is the potential for growth and development in areas such as service, tourism and agriculture inclusive of agro-processing industries.

- POLICY PM UE1 The local authorities will seek to develop the urban economy through the identification of lands for commercial, industrial, manufacturing and service industries.
- POLICY PM UE2 The local authorities will support a range of activities, facilities and services that are easily accessible within commercial nodes.
- POLICY PM UE3 Minimum setbacks from property boundaries for Commercial development:
- (a) Buildings located within business centres on lots identified for commercial use may be constructed with zero lot line subject to the provision of parking and other required standards to the satisfaction of the planning authority.
 - (b) Where commercial development adjoins lots identified for or currently used for residential purposes, the structure must be setback at least 3 meters from that boundary.
- POLICY PM UE4 Minimum setbacks from property boundaries for Office development:
- (a) Buildings located within business centres on lots identified for office use may be constructed with zero front lot line subject to the approval of the road authority, the provision of parking and other required standards to the satisfaction of the planning authority.

FIFTH SCHEDULE, *contd.*

- (b) Where compatible office development is contemplated for infill development in residential areas:
 - (i) Rear—minimum of 6 meters
 - (ii) Side yards—at least 3 meters or a minimum of 15% of the width of the lot.

RURAL ECONOMY

Agriculture remains one of the main sources of employment within the rural economy of Port Morant Local Planning Area. Several small farmers practise subsistence farming such as bananas, coconuts, sugarcane, pineapple and citrus. These crops are planted for both domestic and commercial purposes. The largest holdings of agricultural lands are located in the Bowden/Pera locale and Style Hut. There is need to diversify the rural economy and the planning authorities will support proposals that will provide employment for residents and thereby strengthening the rural economy of Port Morant.

POLICY PM RE1 The local planning authority will support proposals for agricultural development provided that it is not in conflict with the character of the area, or impact adversely on the environment or have a deleterious effect on surrounding residents.

POLICY PM RE2 The local planning authority shall seek to retain the existing productive agricultural lands until required for further development in the local planning area.

POLICY PM RE3 Light industrial developments including agro-processing and cottage industries which are compatible with the general character of the area will be encouraged in Port Morant.

Mari-culture is increasingly becoming an integral part of the rural economy of the local planning area by way of an oyster culture site located at Bowden and various fishing beaches. The oyster culture site at Bowden is the sole area from which seed for oyster culture is obtained. The Fisheries Division operates the Bowden site as a research facility, primarily for the generation of scientific data on oyster culture.

POLICY PM RE4 The local planning authority will not support proposals for any development that will impact adversely on marine life and mari-cultural activities or have a deleterious effect on the surrounding environment.

FIFTH SCHEDULE, *contd.*

TOURISM

While traditional tourism activities contribute significantly to economic developments, new emerging tourism activities such as edu-tourism, heritage tourism, community tourism and eco-Tourism can be exploited.

- POLICY PM TO1 New tourism developments will normally be supported by the relevant authorities in suitable areas to increase the economic potential of the local planning area provided that the integrity of the area is not compromised.

SOCIAL AMENITIES

The local planning area has a variety of the basic social amenities: education, health and community facilities such as post office, police station and churches. These facilities over time will need upgrading and improvement to meet the demands of all residents.

- POLICY PM SA1 The local planning authority will support the expansion and upgrading of all social facilities as the need arises.

- POLICY PM SA2 Developments that would decrease or eliminate any of the social facilities in the Port Morant Local Planning Area will not be supported unless being replaced with a similar facility of equal or greater stature in the locality.

There are a small number of educational facilities within the local planning area which serves the local population and nearby districts. Renovation of these buildings may be required in the future.

- POLICY PM SA3 The local planning authority will assist in identifying suitable lands within the local planning area to establish additional educational and institutional facilities as the need arises.

- POLICY PM SA4 New proposals for educational and institutional uses will be assessed on a case by case basis and shall conform to all required planning standards.

- POLICY PM SA5 All educational or institutional facilities must meet the requirements of the Ministry of Education and policy of the local planning authority.

There are a few open spaces and recreational areas demarcated within the local planning area which are used by the residents. However, some of these areas are not suitably located to serve the needs of all residents. Lands within residential or agricultural developments should be reserved for open space and recreational areas. In addition the local planning authority along with the relevant stakeholders will identify, prioritize, and seek to permanently protect and maintain open spaces delineated for active and passive type recreation activities.

FIFTH SCHEDULE, *contd.*

POLICY PM SA6 The local planning authority will seek to identify suitable lands within development being proposed in the local planning area to be used for recreational uses.

Cemetery

There is no public cemetery located in local planning area. Currently, residents use the public cemetery located in Morant Bay, local church cemeteries and also family plots. However, in most instances some cemeteries have begun to reach maximum capacity. The local planning authority will not normally support family plot burials on residential lots and will identify suitable lands for the establishment of a public cemetery within Port Morant Local Planning Area.

POLICY S SA7 The local planning authority will seek to identify suitable lands to establish a public cemetery and crematorium within Port Morant Local Planning Area.

HOUSING

According to the 2011 population census the total household of the Port Morant local planning area stands at 1,196 households with a population of 3,531.

POLICY PM H1 The local planning authority will identify lands, where appropriate to satisfy the demand for all types residential development and infrastructure within the local planning area.

POLICY PM H2 To meet housing demands of the area land will be zoned to meet the needs for service lots and starter units. Where suitable government owned properties exist, land may be reserved for housing purposes and be released on a timely basis to the housing sector specifically targeting low income housing developments.

POLICY PM H3 The local planning authority will support where feasible the introduction of new and varying types of housing solutions in the local planning area.

POLICY PM H4 The erection of any multi-family type developments will be required to seek planning permission from the local planning authority and should conform to all planning standards.

POLICY PM H5 Planning permission will not be granted for multi-family development that does not include recreation and landscaping areas, children's play area and other amenities such as driveways, parking areas and access ways.

FIFTH SCHEDULE, *contd.*

POLICY PM H6 Applications for new housing development will not be supported by the planning authority in areas where there is an existing deficiency in the provision of water supplies or sewage services unless this can be made good within a reasonable time period.

In residential developments, in order to provide privacy for residents and ensure that adequate lighting and ventilation can be obtained it is necessary to maintain setback from adjoining properties.

POLICY PM H7 Minimum setbacks from property boundaries are for residential development are:

- (a) Single family development—
 - (i) sides—1.5 m per floor from property boundary;
 - (ii) 3m from the rear or 1/3 the height of the building, whichever is greater;
 - (iii) A minimum of 6m from the front to the satisfaction of the road authority.
- (b) Multifamily development—
 - (i) Sides—1.5m per floor from property boundary;
 - (ii) 14.9m from the rear or 2/3 the height of the building, whichever is greater;
 - (iii) to the satisfaction of the road authority.

Unplanned settlements within wetland areas have serious implication on the environment. The presence of these settlements in environmentally sensitive areas has become a growing concern within the local planning area.

POLICY PM H8 The local planning authority will not grant permission for any development located in environmentally sensitive areas.

One of the objectives of the Development Order is to ensure that housing developments are located in areas where the basic infrastructure and amenities exists. Developers must ensure that these are in place prior to submission or can be provided simultaneously with the development before applying for permission.

FIFTH SCHEDULE, *contd.*

POLICY PM H9 Applications will not be supported by the local planning authority in areas where there is a deficiency in amenities, infrastructure and social facilities.

POLICY PM H10 Density shall not exceed 75 habitable rooms per hectare (30 habitable rooms per acre) on a minimum lot size of 0.2 hectare (½ acre), with building heights not exceeding two (2) storeys for residential lots in areas that do not have connection to the central sewage system; these shall be required to treat to at least a secondary level.

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

POLICY PM H11 In housing development land is to be set aside for the development of play fields and other recreational activities in accordance with the requirements set out in Appendix 11.

The change of use of residential buildings to non-residential uses is likely to have an effect on the character of the area and physical changes to the building will have to be taken into consideration.

POLICY PM H12 The change of use of buildings from residential use will normally be permitted subject to employment, environmental impacts, amenity and traffic considerations.

MINING

Over time mining and quarrying may add to the diversification of the economy of the local planning area as these are basic resources for development. However, as the supply of minerals is diminishing, it is necessary to prevent wastage and over-sterilization of lands by mining and quarrying activities.

POLICY PM M1 Mining and quarrying proposals should be submitted to the relevant authorities including the local planning authority before any operation commences.

POLICY PM M2 Quarries must be located in quarry zones and will not be permitted in any other location except in extenuating circumstances.

POLICY PM M3 All mined out or quarried lands are to be restored and properly vegetated to a level satisfactory to the relevant authorities.

FIFTH SCHEDULE, *contd.*

WASTE TREATMENT AND DISPOSAL

Sewage Disposal

The Port Morant Local Planning Area is not serviced by a central sewerage system. Many of the existing developments dispose of sewage via absorption pits and in some instances a combination of pit and septic tanks. In many instance the sewage treatment facilities do not treat the sewage to a secondary level.

POLICY PM WT1 No permission will be granted for new developments or extensions unless the sewage treatment facilities proposed will treat the sewage to at least a secondary level or any other safe and appropriate waste disposal technology that is acceptable to the local planning authority and other relevant agencies.

POLICY PM WT2 On the introduction of a central sewerage system to the area all developments will be required to connect to this facility.

Solid Waste Disposal

There is a lack of routine garbage collection and disposal by the relevant authority within the Port Morant Local Planning Area. According to the 2011 Population census by STATIN approximately 62.4% of the residents receive regular garbage collection and disposal services. This could be attributed to garbage only being collected within the square twice per week according to the NSWMA. However, approximately 34.6% of residents burn their solid waste while approximately 3% dispose by dumping which ends up in rivers or along the street. The local planning authority will support the introduction of new, innovative and safe ways of household garbage disposal as the incidences of burning and dumping have deleterious effects on the health of the residents and environment. Some methods of recycling along with strategic positioning of repositories in central locations would help to diminish the amount of solid waste being disposed of indiscriminately.

POLICY PM WT3 Owners of buildings are expected to have proper garbage disposal facilities on their premises and the local planning authority will encourage the relevant Authority to have large garbage receptacles placed in public areas as a repository.

POLICY PM WT4 The indiscriminate and unsatisfactory disposal of waste will not be encouraged and the relevant authority will support the routine collection and recycling facilities of such waste as much as possible and the facilities to do so.

POLICY PM WT5 Planning permission will not be given for waste disposal operations likely to have an adverse effect on public health and safety.

FIFTH SCHEDULE, *contd.*

TRINITY VILLE LOCAL PLAN

Description

The Trinity Ville Local Planning Area is approximately 20 km northwest from Morant Bay. It is characterized by undulating lands with mix land uses namely agriculture and/or commercial along with residential uses. The size of the area is 494.16 hectares.

The local planning area stretches from the point where Georgia Road meets the Seaforth/Trinity Ville secondary road; westerly to Wakefield (along Wakefield Road to where it meets the Mount Vernon/Trinity Ville secondary Road); northerly to New Monklands where the river crosses the Old Mount Lebanon Road and south easterly along the Trinity Ville/Seaforth secondary road to the starting point.

The 2011 Population Census shows that Trinity Ville had an enumerated population of 2,074; this represented a -1.65% growth rate for the inter-censal period 2001–2011. The population is projected to decrease to 1,659 in 2030.

The local planning area consists of most of the major requirements necessary for its classification such as post office, schools, police station, government offices, health centre, churches and other commercial facilities.

TRANSPORTATION AND TRAFFIC

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 Trinity Ville and other adjoining towns such as Cedar Valley and Seaforth.

Public Transportation

The Trinity Ville local planning area does not have a public transportation centre and the absence of 'large scale' economic activity in the area has lessened the need for a public passenger transportation centre. Public passenger vehicles park for the loading and unloading of passengers along the roadways as necessary.

POLICY TV T1 If the economic activity in the area increases to a level warranting it, the local planning authority will seek to identify lands within Trinity Ville Local Planning Area that can facilitate a proper transportation centre to accommodate all public passenger vehicles.

Road Network

The area has no immediate traffic congestion problems, however the road infrastructure in local planning area is poor and the lack of sidewalks along roadways poses a problem for the safe movement of pedestrians.

POLICY TV T2 The local planning authority will ensure that main transport routes are provided with lay-bys or a central collection

FIFTH SCHEDULE, *contd.*

point to allow public passenger vehicles to pick up and set down passengers safely.

POLICY TV T3 The relevant authorities will carry out rehabilitation or maintenance works that will improve the roads in the area; as well as the provision of adequate sidewalks or lay-bys for the use and safety of all pedestrians. Policy SP T10 also applies.

POLICY TV T4 The local planning authority will seek to develop a road widening, improvements and maintenance programme.

Vehicular Parking

There are little or no parking facilities within the local planning area. Vehicles are normally parked along the roadside inhibiting pedestrians and vehicular movement.

POLICY TV T5 All new developments and extensions shall be required to satisfy their parking requirements on site unless such provisions can be met elsewhere to the satisfaction of the local planning authority.

POLICY TV T6 All new developments having outdoor parking lots shall make use of green and or permeable parking surface techniques.

CONSERVATION OF THE NATURAL ENVIRONMENT

Trinity Ville is located in the hilly terrain northwest of Morant Bay and is a part of the Morant River Watershed. This area is prone to landslides in periods of heavy rainfall. Conservation within the community and its immediate environs is important to prevent both soil erosion and deforestation. Techniques applied by farmers include; terracing, crop rotation and contour hedge growth with trees or grasses on erosion control structures.

POLICY TV C1 The local planning authority will co-operate with the relevant authorities that are responsible for conservation in the entire watershed to ensure that measures being undertaken to control erosion are satisfactory and will not be detrimental to it.

POLICY TV C2 The local planning authority will endeavour to persuade the relevant authorities not to encourage any form of agricultural activity and will not support any housing activity that are in breach of conservation policies or will adversely affect the hilly terrain and the existing flora in the area.

FIFTH SCHEDULE, *contd.*

URBANECONOMY

Commercial development in Trinity Ville is noticeably less than other local planning areas in the parish. Agriculture is the major economic activity in this area along with a few light industries. Majority of the commercial activities are shared with residential use.

POLICY TV UE1 The local planning authority will grant permission for the erection of small commercial developments where needed to meet the needs of the residents of the community and should not be in conflict with any of the policies in this Order.

POLICY TV UE2 Mixed use developments where office, residential, and commercial uses are housed in the same building will be supported with strict requisites set by the local planning authority.

Small commercial activities are not sufficient to stimulate the diversity of the economy that is required for 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 to enable the sustained and balanced development of the area.

POLICY TV UE3 Planning permission will be granted to allow commercial activities and other mixed uses that will contribute to the economy of the area and are compatible with the existing developments and will not cause damage to the amenities of the area.

POLICY TV UE4 Minimum setbacks from property boundaries for Commercial development:

- (a) Buildings located within business centres on lots identified for commercial use may be constructed with zero lot line subject to the provision of parking and other required standards to the satisfaction of the planning authority.
- (b) Where commercial development adjoins lots identified for or currently used for residential purposes, the structure must be setback at least 3 meters from that boundary.

FIFTH SCHEDULE, *contd.*

POLICY TV UE5	Minimum setbacks from property boundaries for Office development: <ul style="list-style-type: none"> (a) Buildings located within business centres on lots identified for office use may be constructed with zero front lot line subject to the approval of the road authority, the provision of parking and other required standards to the satisfaction of the planning authority. (b) Where compatible office development is contemplated for infill development in residential areas: <ul style="list-style-type: none"> (i) Rear—minimum of 6 meters (ii) Side yards—at least 3 meters or a minimum of 15% of the width of the lot.
POLICY TV UE6	Small businesses along with light industrial enterprises will be supported at suitable locations as long as there will be no adverse environmental impact.
POLICY TV UE7	The local planning authority will support the development of complimentary industries which will facilitate the development of agriculture within the area.
POLICY TV UE8	Compatible mixed uses that satisfy the needs of the residents and create additional jobs will be supported by the planning authorities.

RURALECONOMY

Agriculture is one of the main sources of employment in Trinity Ville. The main crops in the area are coffee and ackee. Diversification in the rural sector needs to occur to improve the economy. The planning authorities will support proposals that will provide employment for residents and strengthen the rural economy of Trinity Ville.

POLICY TV RE1	Development for agricultural production, agro-industrial development, will normally be permitted in Trinity Ville provided that such proposed developments are at suitable location where the infrastructural facilities are available and the character of the area will not be compromised.
POLICY TV RE2	Agricultural activities such livestock farming which do not depend directly on the quality of the soil and which can contribute to the rural economy will normally be supported

FIFTH SCHEDULE, *contd.*

by the local planning authority on Class IV—V agricultural lands and should not affect the character and appearance of the neighbourhood.

Productive agricultural activities require the provision of markets and other distribution facilities in convenient locations.

POLICY TV RE3 Developments will be permitted where it is shown that it is necessary for the wholesale distribution of produce and supplies to and from local farms.

Local or corner shops serve an important function in communities and act as supplemental income providing quick retail access for residents. Such facilities will therefore normally be supported at suitable locations and must not detract from residential amenities or produce vehicular congestion in the area. Monitoring however must be employed by the local planning authority to protect against the proliferation of haphazard commercial development.

POLICY TV RE4 Proposals for corner shops in rural areas will be given consideration in appropriate locations and must not detract from the residential amenities of the area.

SOCIAL AMENITIES

The Trinity Ville Local Planning Area has the basic social amenities necessary for the enhancement of the livelihood of residents. These include churches, health centre, schools, a post office and police station. Also the Trinity Ville Youth Club and The HEART Training Centre provide additional services to the local planning area.

POLICY TV SA1 Planning permission will not be granted for any development that will eliminate or decrease any of the above mentioned social facilities, unless being replaced by a facility of equal or greater stature.

POLICY TV SA2 The local planning authority will support the use of any of the social facilities listed above for a compatible use that will not detract from the original use.

Recreation and Open Space

The local planning area has limited amenity space, as such it is prudent that these areas of high amenity value to the residents be preserved and improved.

POLICY TV SA3 All lots within the local planning area that are identified by the local authority for open spaces, or for recreational uses, shall be developed only for such purposes; the planning authority will prohibit any other developments unless a

FIFTH SCHEDULE, *contd.*

suitable alternative recreational site is developed for the community at a similar or equal stature.

- POLICY TV SA4 No structure shall be allowed on any public open space that does not complement the use thereof.

Cemetery

There is no public cemetery located in the local planning area. Currently, residents use the public cemetery located in Buckingham, Yallahs, or Morant Bay, local church cemeteries and also family plots. However, in most instances some of these are reaching capacity. However, the Authority will seek to resist small family plot burials on residential lots by reserving suitable lands for the establishment of a public cemetery within the local planning area.

- POLICY TV SA5 The local planning authority shall seek to identify suitable lands to establish a public cemetery and crematorium within the Trinity Ville Local Planning Area.

- POLICY TV SA6 The local planning authority will not support onsite burials unless there is an existing family plot with the capacity to satisfactorily to accommodate burial.

Educational and Institutional

Education plays an essential role in promoting national well-being and the social, economic and cultural development of a locality. Basic and primary schools are located within the local planning area. However, these facilities should be upgraded and expanded as the need arises.

- POLICY TV SA7 The local planning authority along with other relevant authorities will seek to identify suitable lands and grant permission for any development which will promote the improvement of educational facilities within the local planning area.

- POLICY TV SA8 Developments which would result in the reduction of the available educational facilities will not be encouraged unless provisions can be made elsewhere at a suitable location to offset any loss which would result from such development.

- POLICY TV SA9 All educational or institutional facilities must meet the planning requirements of the local planning authority.

A Type II health centre provides services such as curative and preventative health services, antenatal and prenatal care to the residents in the local planning area.

- POLICY TV SA10 The local planning authority will support the expansion and upgrading of the health facility as necessary.

FIFTH SCHEDULE, *contd.*

HOUSING

The 2011 Population Census revealed that there are 816 households in Trinity Ville. The housing units are predominantly single family detached units, the majority of which are in fair condition.

POLICY TV H1 The local planning authority will normally support residential developments in areas where it is in accordance with the development densities and standards which satisfy the relevant planning guidelines.

POLICY TV H2 Minimum setbacks from property boundaries are for residential development are:

- (a) Single family development
 - (i) sides—1.5 m per floor from property boundary;
 - (ii) 3m from the rear or 1/3 the height of the building, whichever is greater;
 - (iii) a minimum of 6m from the front to the satisfaction of the road authority.

POLICY TV H3 Density shall not exceed 75 habitable rooms per hectare (30 habitable rooms per acre) on a minimum lot size of 0.2 hectare (½ acre), with building heights not exceeding two (2) storeys for residential lots in areas that do not have connection to the central sewage system; these shall be required to treat to at least a secondary level.

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

POLICY TV H4 Housing development will not be allowed on land that is steep and unstable, vulnerable to erosion, slippage, subsidence, flooding or other natural hazards or which will involve costly extraordinary precautions to safeguard.

POLICY TV H5 In areas of steep slopes or unstable geology or in areas of conservation or environmental importance where low density accommodation or residential development is contemplated, the development will be prescribed to strict

FIFTH SCHEDULE, *contd.*

stipulations or conditions and must adhere to the recommendations of the relevant Planning Authorities.

POLICY TV H6 Where retaining walls have to be constructed to prevent land slippage or erosion the local planning authority will not grant planning permission until approval has been obtained from the agency under whose portfolio such activities fall.

POLICY TV H7 The local planning authority will not grant permission for any development located in environmentally sensitive areas.

New residential developments should be laid out in a manner that is aesthetically pleasing and provide convenient access to essential local services. The design and layout should be efficient and sustainable for all users providing all the amenities and services.

POLICY TV H8 New residential developments must be harmonious with the residential areas in which located and must:

- (a) Be well laid out in terms of car parking, access, amenities and landscaping;
- (b) Provide adequate open space appropriate to the development;
- (c) Provide a residential environment which affords privacy and is safe and secure.

POLICY TV H9 Commercial development within residential areas will be ancillary to the residential use of the area and should not conflict with the residential potential of the existing land.

WASTE TREATMENT AND DISPOSAL

Sewage Disposal

There is no central sewerage system in the Trinity Ville Local Planning Area. Traditionally, sewage is disposed of onsite by means of absorption pits. Septic tanks are subsequently used along with absorption pits as the main method of disposal. The relevant authorities have become stringent with regards to the management of waste and sewage and there is a concerted effort to have sewage treated at least to a secondary level.

POLICY TV WT1 No permission will be granted for new developments or extensions unless the sewage treatment facilities proposed will treat the sewage to at least a secondary level or any

FIFTH SCHEDULE, *contd.*

other safe and appropriate waste disposal technology as may be developed from time to time that is acceptable to the local planning authority and the other relevant agencies.

POLICY TV WT2 Permission will be granted to public or private developers who desire to develop a central sewage system once the development is not in conflict with surrounding land uses.

Solid Waste Disposal

The 2011 Population Census showed that 61% of residents have their garbage collected by the National Solid Waste Management Authority but there are still approximately 37% of residents who burn the majority of their solid waste. Methods of recycling should be introduced along with a repository in a central location as this would diminish the amount of waste being disposed of indiscriminately.

POLICY TV WT3 The indiscriminate and unsatisfactory disposal of solid waste will not be encouraged and the local planning authority will support the routine collection and recycling facilities.

WATER SUPPLY

Approximately fifty percent (50%) of residents within the local planning area have access to piped water to houses or yard while the remaining residents use stand pipes, catchments and other water sources. However, due to the location and the terrain, some residents do not benefit from this resource. Water is therefore provided privately either by catchments or tanks.

The existing water supply system needs to be improved and maintained, to ensure adequacy of the water system as population grows and water demand increases.

POLICY TV WS1 Rainwater harvesting will be encouraged by the planning authorities for residential and other developments in hilly areas and areas without public water supply.

POLICY TV WS2 Proposed developments in areas without a reliable piped water supply will be required to construct catchment tanks which meet the requirements of the relevant authorities.

POLICY TV WS3 The local planning authority while protecting natural water sources from contamination will encourage the necessary works to be put in place to ensure access of piped water to all residents.

FIFTH SCHEDULE, *contd.*

CEDAR VALLEY LOCAL AREA PLAN

Description

Cedar Valley is a small farming district located at the foothills of Blue Mountain in western Saint Thomas. It is situated approximately 32km north west of Morant Bay. It is bounded by the Moy Hall Coffee Factory in the north, Duckworth in the east, New Monklands in the south and Windsor Forest in the west.

The 2011 Population Census data showed that the Cedar Valley Local Planning Area had a population of 1,298 persons, which is a decline of approximately 18% from the 2001 census. This rate represents a slowing trend in the decline and accounted for a -1.9 % annual growth rate for the period.

With the population growth continuing in decline, it is projected that the population will decrease from 1,298 persons in 2011 to 886 persons in 2030.

Cedar Valley is for the most part a farming area, supported by small scale farming of cash crops including our legendary Blue Mountain Coffee. The local planning area is susceptible to landslide.

The local planning area has several basic social services and amenities required in a District Centre. These include police station, churches, schools, courthouse, post office and community centre.

TRANSPORTATION AND TRAFFIC

Public Transportation

The dominant means of transportation is via route taxis and private motor vehicles. There are only a few taxis which ply the local planning area due to its sparse and relatively low population. Consequently the current number of public passenger vehicles appears sufficient.

However, it would be safer for the various modes of public transport to have designated setting down and pick up points along the road rather than stopping haphazardly along the road way.

POLICY CV T1	The relevant authority will support the implementation of lay-bys, parking bays and other applicable strategies at suitable locations to facilitate the picking up and letting off of passengers to ease vehicular and passenger movement including persons with disabilities.
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Road Network

The road network within the local planning area consists of main and secondary roads, the majority of which are in need of major repairs. The roads winding, narrow and steep have undergone major damage in recent times due to land slippages blocking drains and results in the flooding of the roadways.

FIFTH SCHEDULE, *contd.*

POLICY CV T2 The relevant planning authorities will support the speedy removal and safe disposal of debris resulting from landslides in the Cedar Valley local planning area.

POLICY CV T3 The use of surface and subsurface drainage will be encouraged along roadways where land slippages are likely to occur. Type of drains used will be constructed to the specifications of the relevant authority.

Sidewalks are lacking within the local planning area and are necessary to separate pedestrians from vehicular traffic. It will be necessary to construct sidewalks for the safe movement of pedestrians including the disabled particularly in and around the urban core and in the vicinity of schools.

POLICY CV T4 The planning authorities will support any rehabilitation of the arterial or any other roads carried out in the area that seeks to improve or add adequate sidewalk facilities, for the use and safety of all pedestrians. Policy SP T10 also applies.

POLICY CV T5 The planning authorities will seek to ensure that sidewalks are complemented with planted verges and are easily accessible by all road users.

Vehicular Parking

On street parking can cause inconvenience to both pedestrians and vehicular traffic alike. New developments should include adequate and well-designed parking areas. Strict adherence to parking standards will be required.

POLICY CV T6 The planning authorities will not support proposals for new development or extensions unless the development provides the required number of parking spaces on site pursuant to the stipulations included in Appendix 8 and to the satisfaction of the planning authorities.

POLICY CV T7 On-street parking may be allowed where it does not affect the free flow of traffic and is not detrimental to pedestrian and other road users.

POLICY CV T8 All new developments having outdoor parking lots shall make use of green and or permeable parking surface techniques.

FIFTH SCHEDULE, *contd.*

CONSERVATION OF THE NATURAL AND BUILT ENVIRONMENT

The Natural Environment

Cedar Valley is traversed by the Negro River and tributaries from the Yallahs River. These fresh water bodies provide a significant source of the water supply to the community and surrounding areas.

The area, being located in the upper reaches of the Yallahs River Watershed shows evidence of severe landslides. The general practice of intensive cultivation on hillside leads to severe erosion in hilly terrains resulting in the accelerated silting of river channels as well as the frequent flooding of plains.

POLICY CV C1 Development proposals that would materially affect the quality and quantity of fresh water resources will not be supported.

POLICY CV C2 In areas where development is permitted adjacent to rivers or streams, the setback shall be a minimum of 30 metres from river bank and may, in relation to the physical conditions existing in the area, be varied by the planning authorities.

POLICY CV C3 Improved agricultural practices which employ slope stabilization and drainage control, such as contour or bench farming along with the use of trees with highly dense root systems will be encouraged in this area for soil support.

The vegetative covering within the local planning area is dominated by Disturbed Broadleaf and the soil type is Clay Loam and Clay. This area is currently under pressure of deforestation and other poor environmental practices. The management of these areas is of paramount importance to maintain conservation of the natural environment.

POLICY CV C4 Agricultural activity, especially on clay-rich soils covering moderate to steep slopes, should consider a network of drainage ditches.

POLICY CV C5 Planning permission will not be granted for developments which will result in the large scale destruction and removal of flora and fauna. Depending on the sensitivity of the area an Environmental Impact Assessment may be required.

POLICY CV C6 The local planning authority will support the preservation of heavily forested areas and ventures to create forest reserves.

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

At present, there are no sites or buildings within Cedar Valley which have been listed as historic by the Jamaica National Heritage Trust. However, the structure which now houses the Courthouse and Police Station is of Georgian Architecture which dates back to Colonial times. This is of historic significance and should be preserved.

POLICY CV C7 The local planning authority will not grant planning permission for any development which would adversely affect the character and appearance of this or any other building or site deemed historic by the relevant authority.

URBAN ECONOMY

Commercial activities in the Cedar Valley Local Planning Area are limited to small grocery shops, bars and convenience stores located in a linear pattern along the main thoroughfare. There is an area in the vicinity of the Police Station that is noticeably more active where commercial activities are concentrated. However, residents utilized services in other local planning areas such as Morant Bay. There is a need to provide a wider complement of goods and services for the sustained development of the area.

POLICY CVUE1 A variety of service, office and commercial establishments will be supported in areas zoned for such activities, provided that there will be no negative impacts on surrounding land uses.

POLICY CVUE2 Compatible mixed uses that satisfy the needs of the residents and create additional jobs will be supported by the local planning authority given that the amenities of the area are not diminished.

POLICY CVUE3 Compatible uses along with light industrial enterprises will be supported at suitable locations with access to the necessary infrastructure and facilities.

The local planning authority will normally support the expansion and extension of buildings for the provision of goods and services where suitable. Lots may need to be amalgamated in order to satisfy the parking and other planning standards.

POLICY CV UE4 Building heights for commercial and office use may not exceed 2 stories and must satisfy the relevant planning standards including setbacks from property boundaries to the satisfaction of the local planning authority.

POLICY CV UE5 Proposals for improvements or extensions to facilities within the local planning area will normally be permitted once the required planning standards are satisfactory to the local planning authority.

FIFTH SCHEDULE, *contd.*

Convenience shops are important in any community to support day to day needs which are not necessarily met at larger scale commercial centres. These establishments should be planned for and when located within a predominantly residential location, be ancillary to the residential use of the lot.

POLICY CV UE6 Proposals for corner shops in rural areas will be given consideration in appropriate locations.

POLICY CV UE7 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 diminish the amenities of the area.

RURALECONOMY

The Cedar Valley Local Planning Area relies heavily on farming as a means of income, with several residents growing crops for sale in the Morant Bay and Kingston markets. Cash crops such as escallion, thyme and cabbage are mainly grown in this area. Agricultural activities at suitable sites should therefore be encouraged and the relevant authority will support such proposals to strengthen the rural economy.

POLICY CV RE1 A variety of agricultural proposals will be supported provided that these will not compromise the character of the area, impact adversely on the environment or have a deleterious effect on surrounding uses.

POLICY CV RE2 All agricultural lands are to be preserved as much as possible and the local planning authority will not grant permission for any development that will reduce the agricultural potential or output, particularly in light of food security concerns amplified by climate change.

Cedar Valley is known for large coffee cultivation, as it supplies the product for the manufacturing of the world renowned Blue Mountain Coffee. The Moyhall Factory now closed, located to the north of the local planning area was the major market for coffee farmers. Despite this, coffee cultivation is still vibrant with markets in Wallenford and various factories in Saint Andrew.

The re-opening of the Moyhall Factory will create a catalyst for economic development within the local planning area.

POLICY CV RE3 The establishment of coffee factories and related industries will be supported provided that there are no nuisances and the character and environment of the area are not affected.

POLICY CV RE4 The planning authority will not normally grant permission for developments that would result in the loss of class I—III agricultural land, which thereby reducing the economic base of the area.

FIFTH SCHEDULE, *contd.*

The diversification of agricultural activities such as horticulture should be encouraged to facilitate sustainable economic growth and development.

- POLICY CV RE5 The local planning authority will normally support development towards the diversification of agricultural activities. Each development should adhere to all environmental and planning standards to the satisfaction of the local planning authority.

SOCIAL AMENITIES

Social amenities are vital for the effective functioning of the local planning area. The Cedar Valley Local Planning Area has some of the basic social amenities such as a police station, courthouse, schools, post office, community centres and several churches. The Trinity Ville Type II health centre is shared with Cedar Valley and appears to be satisfactory in meeting the demand of the local planning areas. There is the need however, for formal recreational open spaces and a library which could also accommodate skills training opportunities.

- POLICY CV SA1 The local planning authority will normally support the multipurpose use of buildings where skill training opportunities can be offered along with other beneficial social activities for community members.

- POLICY CV SA2 The local planning authority will ensure that existing open spaces and amenity areas are safeguarded and where appropriate should be preserved for such use.

The Cedar Valley Local Planning Area is served by a Primary and Junior High school, Basic school and a private early childhood institution. These facilities should be upgraded and expanded as the need arises.

- POLICY CV SA3 Developments which would result in the reduction of the available educational facilities will not be encouraged unless provisions can be made elsewhere at a suitable location to offset any loss which would result from such development.

- POLICY CV SA4 Public Assembly use may be also considered on lots zoned for commercial or mixed uses involving commercial activities, provided that there would be no conflict with surrounding uses and other relevant standards are achieved and maintained.

- POLICY CV SA5 All educational or institutional facilities must meet the requirements of the Ministry of Education and the Development and Investment Manual—Planning and Development and/or to the satisfaction of the planning authorities.

FIFTH SCHEDULE, *contd.**Cemetery*

Currently the local planning area does not have a public cemetery. Burials within the community occur on private lands. This is a common practice in rural areas however, considering the high susceptibility of the area to landslides both the development of a public cemetery and family plot burials within the local planning area will be discouraged. Consequently, suitable stable lands should be considered in a neighbouring community for the establishment of a public cemetery.

POLICY CV SA6 The local planning authority shall seek to identify suitable lands to establish a public cemetery and crematorium to be utilized not only by the local planning area but also the surrounding communities.

HOUSING

Residential units in the area are mainly single family detached and are owner occupied. Houses are generally in fair to poor condition and are predominantly constructed of concrete and or wood. Housing development will be encouraged in suitable areas and should be a mixture of solutions to satisfy the demand.

POLICY CV H1 The planning authorities will normally support single family residential developments where necessary infrastructure and amenities are available.

POLICY CV H2 Minimum setbacks from property boundaries are for residential development are:

- (a) Single family development
 - (i) Sides—1.5 m per floor from property boundary;
 - (ii) 3m from the rear or 1/3 the height of the building, whichever is greater;
 - (iii) A minimum of 6m from the front to the satisfaction of the road authority.

POLICY CV H3 Density shall not exceed 75 habitable rooms per hectare (30 habitable rooms per acre) on a minimum lot size of 0.2 hectare (½ acre), with building heights not exceeding two (2) storeys for residential lots in areas that do not have connection to the central sewage system; these shall be required to treat to at least a secondary level.

POLICY CV H4 Provisions will be given where necessary for residential development which would be small in scale and avoids the appearance of a housing estate and respects the village environment.

FIFTH SCHEDULE, *contd.*

POLICY CV H5 Proposals for change of use of a residential property to a non-residential use will be permitted only if the non-residential activity is compatible with residential uses and is normally carried out in the day time and the amenity, privacy and enjoyment of neighbouring dwellings is not adversely affected.

Presently, there are no multi-family type developments such as townhouses and apartments in the local planning area. This may be due to several factors including the existing level of amenities, hilly and very unstable terrain and declining population growth in the area. In light of these factors the development of multifamily developments will be discouraged to prevent hazards and ensure that land zoned for housing is used in a suitable manner.

POLICY CV H6 The erection of multi-family type developments will not normally be supported by the local planning authority.

Due to the topography and geology of the local planning area the type and intensity of development will be taken into consideration. However where technological methods can reduce risks, a density range may be used which allows developers to vary the size and types of dwellings on a site.

POLICY CV H7 For structures, deep cuts in slopes should be retained and foundation depths should be customized to penetrate sound and stable substrata. The comments of the Mines and Geology Division will be required for development proposals.

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 CV H8 In areas of steep slopes or unstable geology or in areas of conservation or environmental importance where low density accommodation or residential development is contemplated, the development will be prescribed to strict stipulations or conditions and must adhere to the recommendations of the relevant Planning Authorities.

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

POLICY CV H9 New housing development in the area will be supported where this is not in conflict with the agricultural potential of the land. In such cases, the residential use should be ancillary to the agricultural use.

FIFTH SCHEDULE, *contd.*

WASTE TREATMENT AND DISPOSAL

Sewage Disposal

The main sewage disposal method used in local planning area is by means of pit latrines, accounting for approximately forty-three (43%) percent of the 484 households in 2011. Water closets in the same year accounted for fifty-one (51%) percent, this is due to the lack of regular water supply directly to homes. Inappropriate sewage disposal methods may results in contamination of ground and surface water. In order to protect all water sources, all waste from developments is to be disposed of by methods recommended by the relevant authorities.

POLICY CV 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 (secondary level).
- (ii) Any other safe and appropriate waste disposal technology that may be developed and is acceptable to relevant agencies.

POLICY CV WT2 Permission will not be granted for new developments unless the waste treatment facility proposed will treat waste to at least a secondary level.

Solid Waste Disposal

The local planning area is serviced by the National Solid Waste Management Authority usually once per month. This collection is however very irregular and some communities receive no garbage collection services. The 2011 population census showed that approximately seventy percent (70%) of the 484 households in the area burns their garbage and a minority (20%), receives collection. This may lead to deterioration of public health and degradation of the environment. It is therefore imperative that all waste streams are carefully managed and relevant authorities facilitate scheduled collection.

POLICY CV WT3 All developments are required to provide adequate garbage disposal receptacles on their premises and are responsible for disposing of waste in an appropriate manner.

POLICY CV WT4 The local planning authority will encourage the relevant agency to provide garbage receptacles placed in public areas as a repository especially in areas where garbage pickup may be sporadic.

POLICY CV WT5 Planning permission will not be granted for waste disposal activities likely to have an adverse effect on public health and safety.

FIFTH SCHEDULE, *contd.*

WATER SUPPLY

Public Water is supplied to the Local Planning Area by National Water Commission through a series of lift stations. The Waterworks Supply was the main source of water for the area. However, this facility became insufficient for the needs of residents and as such others were established. These are the Arntully Supply, Cedar Valley Supply and the Crab River Supply. These are still insufficient to satisfy the demand of the area forcing residents to use rivers, streams and gullies as water sources.

The relevant authorities should ensure that all development proposals within the planning area indicate the source of potable water to the planned development.

POLICY CV WS1 Proposed developments in areas without a reliable piped water supply will be required to construct catchment tanks with adequate capacity to provide for the water supply requirements to fulfil their needs.

POLICY CV WS2 The relevant authorities will ensure that the existing public water supply system is improved to adequately service the local planning area.

POLICY CV WS3 The local planning authority while protecting natural water sources from contamination will encourage the necessary works to be put in place to ensure access of piped water to all residents.

LLANDEWEY-EASINGTON LOCAL PLANNING AREA

Description

The Llandewey-Easington Local Planning Area is a linear settlement located in the Yallahs Watershed area, approximately 22 kilometres from the parish capital, Morant Bay. The local planning area encompasses several communities to include Ramble, Llandewey, Norris and Easington. (See Map Inset No.9)

The local planning area is comprised of mainly residential parcels with subsistence farming and interspersed with small commercial entities. The area has social services and amenities that are associated with a local planning area, such as a Type II health centre, police station, schools and post office.

The community of Easington was once the capital of Saint David, one of the 23 parishes of Jamaica in 1865 before being amalgamated into parish of Saint Thomas in 1866. The area is also known as a rest stop for The Rt. Hon. Paul Bogle during his march to Spanish Town in 1865 during the slave revolution.

The 2011 STATIN Population Census shows the Llandewey-Easington Local Planning Area having a population of 2,331. This is a 1.3% decrease from 2,361 persons in 2001. A growth rate of -0.13 was recorded for the period. The population is projected to further decrease to 2,275 persons in 2030.

FIFTH SCHEDULE, *contd.*

TRANSPORTATION AND TRAFFIC

Public Transportation

The main mode of transportation in the local planning area is by means of route taxis. The taxis operate under the Western Saint Thomas Taxi Association which provides the area with public transportation to and from Yallahs and Morant Bay.

The local planning area has no operational transportation hub, bus stop and lay-bys for the picking up and dropping off of passengers. Although the absence of such facilities causes minimal traffic congestion it is important to procure facilities if the need arise.

POLICY L T1 Where convenient the local planning authority will seek to encourage the relevant authority to provide lay-bys or bus bays for the setting down and picking up of passengers.

Road Network and Vehicular Parking

The Llandewey Main Road is the main thoroughfare linking communities such as Ramble, Cocoa Walk, Llandewey, Easington and also the local planning areas of Cedar Valley and Trinity Ville. Some of the main services are located along this roadway.

Over the years, sections of the Llandewey roadway have been eroded by the Yallahs River which is hazardous to motorists traversing the area. River training exercises are needed to modify the course of the Yallahs River so as to minimize the undercutting of the roadway. The Llandewey and Cambridge Hill Main roads are in dire need of repairs to retain some connectivity within the area. There are minimal areas of the road reservation that have been preserved and there are no sidewalks for pedestrians.

POLICY L T2 The planning authorities will support any rehabilitation of the arterial or any other roads carried out in the area that seeks to improve or add adequate sidewalk facilities, for the use and safety of all pedestrians. Policy SP T10 also applies.

POLICY L T3 The relevant authority will support river training activities along the Yallahs River to enable the stability of the road network.

Parking within the local planning area is generally allowed along the service roads and/or on the respective property by both private and public users. However, there are not sufficient parking facilities within the local planning area.

POLICY L T4 All new developments and extensions shall be required to satisfy parking requirements on site unless such provisions can be met elsewhere pursuant to the stipulations of the Development and Investment Manual.

FIFTH SCHEDULE, *contd.*

- POLICY L T5 On-street parking will only be allowed where it does not affect the free flow of traffic and is not detrimental to pedestrians and other road users.
- POLICY L T6 All new developments having outdoor parking lots shall make use of green and or permeable parking surface techniques.

CONSERVATION OF THE NATURAL AND BUILT ENVIRONMENT

Natural Environment

The Llandewey-Easington Local Planning Area is characterized by rugged terrain and forested areas consisting of semi-deciduous trees. The area is also traversed by the Yallahs and the Norris Rivers. The Yallahs River not only supplies water for domestic use by residents in the local planning area but also to the Mona Reservoir in Kingston and Saint Andrew.

- POLICY L C1 The planning authorities will not support any activity that will result in the destruction of the Yallahs watershed area and the quality of the water resources throughout the local planning area.

The Yallahs River channel has widened extensively over the years due to improper sand quarrying operations and weathering. Limestone quarrying activities also occur in the Cambridge Hills resulting in soil erosion onto the Llandewey main road. These operations also cause pollution, siltation and flooding.

- POLICY L C2 The planning authorities will support river training techniques and quarrying activities in an effort to prevent further erosion of the Yallahs River banks.

Built Environment

A historical monument has been erected in the Easington square as a tribute to The Right Honourable Paul Bogle for his vigilant works toward the abolition of slavery and was a landmark of the then capital of Saint David, one of Jamaica's parishes during the Colonial Period.

- POLICY L C3 Recommendations will be made by the local planning authority to the Jamaica National Heritage Trust, for the Paul Bogle monument to be declared a national monument. Planning permission will not be granted for developments which will not be in keeping with the design and character, of this monument.
- POLICY L C4 The planning authorities will not support planning permission for developments that would damage or destroy the setting of historic monuments and landscapes.

FIFTH SCHEDULE, *contd.*

URBANECONOMY

There are commercial establishments within the Llandewey-Easington Local Planning Area. However, these are not sufficient to meet the needs of the residents. This results in residents travelling to nearby towns such as Yallahs to purchase goods and services. Agriculture plays a significant role in the economy of the local planning area. Farmers travel to and from markets in Yallahs and Kingston to sell produce.

- POLICY L UE1 The local planning authority will encourage the development of commercial entities that will contribute to the economy of the area and will not detract from its character in any way or be detrimental to the environment.
- POLICY L UE2 The relevant authorities will seek to develop the urban economy of the local planning area through the identification of suitable sites for commercial and/or office uses.
- POLICY L UE3 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.

RURALECONOMY

Agriculture which was once the dominant income generating activity has been decreasing in the local planning area. As a result prime agricultural lands are converted to other land uses such as residential and commercial. Agricultural lands therefore needs to be safeguarded against other activities. However, these lands if needed could be released for housing and related activities in a timely manner. (See SP RE 22).

- POLICY L RE1 Agricultural activities such as poultry and animal rearing which do not depend on the quality of the soil and which can contribute to the rural economy will be supported by the local planning authority on poor quality agricultural land.

There is a need for sustainable income generating methods that will stimulate economic growth within the locality. Local shops are therefore very important in fulfilling the day to day activity for the members of the community. Such facilities will therefore be supported where there is a justifiable need and will not act as a catalyst to linear commercial development.

- POLICY L RE2 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.

FIFTH SCHEDULE, *contd.*

POLICY L RE3 Proposals for shops in rural areas will be given consideration in appropriate locations where it can be proven that there is a need for the facility in the neighbourhood.

POLICY L RE4 Proposals for improvements to local shopping facilities in commercial or residential areas will normally be permitted.

SOCIAL AMENITIES

Future growth within the local planning area has made it necessary to protect existing facilities as well as to apportion lands for potential institutional development.

POLICY L SA1 Developments that would decrease or eliminate any of the institutions/social facilities in the Local Planning Area will not be supported unless it is being replaced with a similar facility of equal or greater stature in the locality.

POLICY L SA2 The local planning authority will support the expansion and upgrading of all social facilities.

Within the local planning area there are educational facilities that service the locality and surrounding communities. With any increase in population measures will have to be implemented to facilitate growth.

POLICY L SA3 The local planning authority will seek to identify suitable lands within the local planning area to establish additional educational facilities as the need arises.

POLICY L SA4 Developments which would result in the reduction of the available educational facilities will not be encouraged unless provisions can be made elsewhere at a suitable location to offset any loss which would result from such development.

Public open spaces and recreational areas are important contributions to any local planning area. There are presently a park and a few open spaces that are reserved but not designated for community use. The local planning area has two community centres that are presently non-functional due to damages from hurricane Ivan in 2004.

POLICY L SA5 Lands already allocated as recreational areas will be maintained for the residents and prohibited from future developments not related to the development of recreational areas.

POLICY L SA6 The conversion of any recreational facilities to other uses will not generally be supported by the local planning authority, except where a suitable alternate location can be acquired for the purpose.

FIFTH SCHEDULE, *contd.*

- POLICY L SA7 No structure shall be allowed on any public open space that does not complement the use thereof.

HOUSING

Housing facilities within the Llandewey-Easington local planning area are predominately concrete and wood in fair condition. The present housing stock of the local planning area is 667 households as represented in STATIN's 2011 Housing data. Presently, there is no urgent need for houses; but should the necessity arise the local planning authority will identify land for such purposes.

- POLICY L H1 The local planning authority will identify lands in accordance with the zoning map to satisfy the demand for residential housing and infrastructure within the local planning area.

- POLICY L H2 The planning authorities will not normally support non-residential development on lots zoned for residential uses.

Housing units within the local planning area are mainly owner occupied consisting of single family dwellings. Multi-family type dwellings are minimal and developments of this nature will normally be supported in areas zoned for residential uses.

- POLICY L H3 The erection of any residential type development will be required to seek planning permission from the local planning authority and conform to all required planning standards.

- POLICY L H4 Density shall not exceed 75 habitable rooms per hectare (30 habitable rooms per acre) on a minimum lot size of 0.2 hectare (½ acre), with building heights not exceeding two (2) storeys for residential lots in areas that do not have connection to the central sewage system; these shall be required to treat to at least a secondary level.

In residential developments, in order to provide privacy for residents and ensure that adequate lighting and ventilation can be obtained it is necessary to maintain setback from adjoining properties.

- POLICY L H5 Minimum setbacks from property boundaries are for residential development are:

- (a) Single family development
 - (i) Sides—1.5 m per floor from property boundary;
 - (ii) 3m from the rear or 1/3 the height of the building, whichever is greater;

FIFTH SCHEDULE, *contd.*

- (iii) A minimum of 6m from the front to the satisfaction of the road authority.

Housing developments in vulnerable areas will not be permitted if this proves to be hazardous to person and/or property.

POLICY L H4 No housing development will be allowed on land that is steep and unstable, vulnerable to erosion, slippage, subsidence, flooding or other natural hazards or which will involve costly extra ordinary precautions to safeguard.

POLICY L H5 In areas of steep slopes or unstable geology or in areas of conservation or environmental importance where low density accommodation or residential development is contemplated, the development will be prescribed to strict stipulations or conditions and must adhere to the recommendations of the relevant Planning Authorities.

POLICY L H6 There shall be a “no-build zone” along the Yallahs River of a minimum of thirty (30) metres or approximately ninety eight feet measured horizontally from the banks of the river.

In sections of the local planning area where there is a mixture of residential and commercial uses, the residential use should be dominant and the commercial use sited towards the front of the designated lot.

POLICY L H7 Commercial development within residential areas will be ancillary to the residential use of the area and should not conflict with the residential potential of the existing land.

POLICY L H8 Proposals for change of use of a residential building to a non-residential use will be permitted only if the non-residential activity is compatible with residential uses and is normally carried out during the day such that the amenity, privacy and enjoyment of neighbouring dwellings is not adversely affected.

MINING

Sand Mining throughout the Llandewey-Easington Local Planning Area is a means of employment and income generation for residents. This type of activity is prevalent along the Yallahs River and in some cases improperly practised. All quarrying activities should be properly supervised in conjunction with the Mines and Geology Division in order to sustain and manage the resource.

FIFTH SCHEDULE, *contd.*

- POLICY L M1 All quarrying activities should obtain the requisite licenses from the relevant agencies.
- POLICY L M2 The local planning authority will support the granting of mining leases that are accompanied with a proper environmental management plan that provides for control of environmental damage, restoration of mined out areas and the re-vegetation of affected forest areas.

WASTE TREATMENT AND DISPOSAL

Sewage Disposal

The local planning area has no central sewerage system and as such ways of disposal are by use of pit latrine or absorption pits. All methods of sewerage disposal should conform to the recommendations of the relevant authorities.

- POLICY L 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 (secondary level); or
 - (ii) any other safe and appropriate waste disposal technology that may be developed which is acceptable to the planning authorities and other appropriate agencies.

Solid Waste Disposal

Solid Waste is collected once per week by the National Solid Waste Management Authority (NSWMA). Forty-nine percent (49%) of the residents access public garbage collection while the remaining fifty-one percent (51%) either burn or dump their refuse indiscriminately especially along the Cambridge Hill main road. Both methods are hazardous and need to be addressed.

- POLICY L WT2 The indiscriminate and unsatisfactory disposal of waste will not be encouraged and the planning authorities will support the routine collection of such waste.
- POLICY L WT3 The local planning authority will ensure that garbage receptacles are placed at strategic locations to serve residents and other entities within the local area.
- POLICY L WT4 The disposal of waste into sinkholes and caves will not be supported by the planning authority.

FIFTH SCHEDULE, *contd.*

WATER SUPPLY

Forty-three percent (43%) of the residents within the local planning area have access to public water supply while the remaining fifty-seven percent (57)% use rivers and other sources. There is a need for additional infrastructure to adequately supply potable water to the local planning area. It is the responsibility of the local planning authority to ensure that all proposed developments within the local planning area provide access to potable water.

- POLICY L WS1 The local planning authority will seek to ensure that the relevant authorities improve that that the existing public water supply system to adequately service the local planning area.
- POLICY L WS2 All developments shall be required to provide catchment tanks or some other method of harnessing rain water to satisfy needs in the absence of a piped water supply system.
- POLICY L WS3 The construction of rainwater catchment tanks will be encouraged by the planning authorities for residential developments and areas without public water supply.

FIFTH SCHEDULE, *contd.*SECTION 2, *contd.*

APPENDICES

APPENDIX 1

GENERAL GLOSSARY

In these Appendices—

1. *General*

“advertisement” means any word, letter, model, sign, placard, board, notice, device or representation, whether illuminated or not, in the nature of and employed wholly or in part for the purposes of advertisement, announcement or direction, and without prejudice to the foregoing provision includes any hoarding or similar structure used or adapted for use for the display of advertisements, and references to the display of advertisements shall be construed accordingly;

“agriculture” means the cultivation of the soil for any purpose, the breeding and keeping of livestock and pond fish, the keeping of apiaries, the use of land for grazing, meadows, nurseries, the growing of economic fruit trees and the use of land for woodlands where this is ancillary to other agricultural activities;

“amenity area” means an area within a development which is intended for leisure purposes which may include landscaped site area, communal lounges or swimming pools;

“apartment building” means a strata development in which the units in the building are located above each other, the roof of one unit being the floor of the one above, and having shared entrances and other essential facilities and services and with shared facilities provided for dwelling units;

“bad neighbour” means use that has a seriously detrimental effect on the locality in terms of noise, traffic or disturbance to people living near it”;

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

“building line” means a line established from an officially designated centre line or boundary of a street from which all front and street setbacks required under this Order shall be measured and determined;

“built up area” means land forming part of the urban area which is either developed, committed for development or the subject of a new land allocation in this plan. It is a policy boundary concept rather than what exists and is the area within which the general presumption is in favour of and outside which it is against development;

FIFTH SCHEDULE, *contd.*APPENDIX 1, *contd.*

- “climate change” means any significant change in the measures of climate lasting for an extended period of time and includes major changes in temperature, precipitation, or wind patterns, among others, that occur over several decades or longer.
- “climate change adaptation” means anticipating the adverse effects of climate change and taking appropriate action to prevent or minimize the damage they can cause, or taking advantage of opportunities that may arise.
- “climate change mitigation” means human intervention to reduce the human impact on the climate system; such as strategies to reduce greenhouse gas sources and emissions and enhancing greenhouse areas that 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;
- “density” means the number of habitable rooms that will be allowed per hectare of land;
- “dwelling house” means a building or part of a building forming a self contained premises designed to be occupied by a single family or household and does not include a building containing one or more flats;
- “ecological sensitive area” means an area which is vulnerable to natural disasters and human impact;
- “environmental impact assessment” means a study of the environment to detect how a development would impact on the environment in the area in which the development is proposed;
- “facade” means any exterior surface of a building other than the roof;
- “flat” means a separate and self contained premises constructed for use as a dwelling and forming part of a building from some other part of which it is divided horizontally;
- “floor area” means the gross horizontal area measured from the exterior faces of exterior walls or exterior supporting columns for any floor not enclosed by exterior walls together with any floor space provided for mechanical equipment, elevator shafts and stairwells at each floor, other than basement space used as car parking facility;

FIFTH SCHEDULE, *contd.*APPENDIX 1, *contd.*

- “floor area ratio” or “plot area ratio” means the ratio of floor area to land area expressed as a decimal which is determined by dividing the total floor area on a lot by the lot area;
- “ground cover” or “plot cover” means the amount of ground covered by hard surface development whether or not it is roofed or unroofed, enclosed by walls, or open space used for accommodation or any auxiliary purposes but does not include parking areas;
- “growth centre” means local planning area;
- “habitable room” means in residences, any room or space intended primarily for human occupancy other than a kitchen or bathroom; or a storeroom not exceeding 6.5 sq.m. in area, in hotels, hotel bedrooms for guest or staff;
- “habitable structure” means any structure primarily intended to be used for living, sleeping, eating or assembly purposes including but not limited to residences, multi family dwelling, apartments, churches, food facilities and industrial building;
- “industry” means one in which the use carried on involves or is incidental to the making of any article or part of any article or the altering, repairing, ornamenting, finishing, cleaning, washing, packing, canning, or breaking-up or demolition of any article or the extraction or processing of minerals;
- “industry-light” means an industry in which the process is such that it is suitable for location adjacent to or in close proximity to residential development although not necessarily within the area itself;
- “infill” means the development of a vacant site within a substantially developed area in which the bias is to preserve the status quo;
- “landscape plan” means a plan which shows the location, species, and size of all major vegetation to be retained, removed, or planted; as well as all other aspects of “landscaping”;
- “local planning area” is a growth centre or special area identified in a Development Order based on several criteria. See section II of the Fifth Schedule;
- “mixed—residential” means a development consisting of a mix of residential, commercial and office activities in which the subordinate commercial and office use is compatible with, and to some extent provides services to the residential development;
- “non-conforming use” means the use of a building, structure, land or portion thereof which use does not conform with the use regulations designated for the area in which it is located;

FIFTH SCHEDULE, *contd.*APPENDIX 1, *contd.*

- “office” means a place in which clerical and administrative work is undertaken or a place used for transacting business;
- “permitted development” means the classes of development which may be undertaken without requiring planning permission as this is deemed to be granted by the Development Order.
- “professional office” means a place used by professionals for the practice of their profession;
- “public open space” means land which is reserved for the use of the public except in special circumstances;
- “quarry” shall have the same meaning as in the Quarries Control Act;
- “residential density” in relation to any area, means the number of habitable rooms per hectares and is calculated by adding together all habitable rooms in a selected area and dividing by the acreage;
- “retail warehouse” means a single storey warehouse or industrial type building with adjacent surface parking for the sale of products displayed and stored in one and the same area and where the sale of food products is not more than forty per cent (40%) of the principal use;
- “rural areas” mean lands outside the built up area or coastal areas;
- “satellite antenna” means an apparatus designed for transmitting microwave radio energy to satellites or receiving it from them, and includes any mountings or brackets attached to such apparatus;
- “shop” means a building used for the carrying on of any retail trade or retail businesses wherein the primary purpose is the selling of goods by retail or for any other purpose appropriate to a shopping area;
- “sinkhole” means a natural depression or hole in the surface topography caused by the removal of soil or bedrock, often by both water. Sinkholes form naturally when water, drainage patterns are changed and new water diversion systems are developed. However, some sink holes have been correlated to land-use practices, especially from ground water pumping, construction and poor development practices;
- “storey” means that portion of a building included between the surface of any floor and the surface of the floor next above, or if there is no floor above it, then the space between such floor and the ceiling next above it;
- “strategic gap” means an open area of land where development will be strictly controlled to prevent the coalescence of existing built up areas;

FIFTH SCHEDULE, *contd.*

APPENDIX 1

“structure” means anything constructed or erected with a fix or permanent location on the ground or requiring a fixed location on the ground or attached to something having a fixed location on the ground such as buildings, platforms, swimming pools, sheds, boundary walls, fences, radio towers etc.;

“studio” means an open multifunctional unit which serves as a living, sleeping and cooking area along with a bathroom (which may or may not be enclosed) and having a maximum floor area of 400 square feet (37.16m²);

“sub-urban” means a residential area located on the outskirts of a town or built up section of a local planning area;

“townhouse” means a one-family two or three storey dwelling in series with a group of two or more such dwellings each located on a separate lot and separated from each other by an adjoining fire wall or walls without opening in such walls;

“urban” means a built up area of town with a local planning area;

“use classes order” means the classes of land use within which certain changes of use may take place without requiring planning permission, as they are deemed not to involve development;

“warehouse” means a building, or land used temporarily for the purpose of storage or distribution of goods and materials.

2. *Telecommunications Network—Glossary*

Base Station means—a structure or structures that consist of transmitters and receivers that are connected to antennas by feeder cables. A base station can be a microcell, macrocell or picocell and can either be mobile or fixed.

Co Location/Mast Sharing means—The utilization of one site by more than one service provider and/or the utilization of one or more masts by more than one service provider.

Exclusion Zone means—an area within which radiation exposure guidelines may be exceeded. Zones shall be a minimum of 20m by 20m (65.6 by 65.6ft) in size and the physical barrier shall be a minimum of 3 metres (9.8ft) in height.

Macrocell means—a base station that provides the largest area of coverage within a mobile network. The antennas at this station must be positioned at a height, which prevents obstruction from terrain or buildings.

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.

FIFTH SCHEDULE, *contd.*APPENDIX 1, *contd.*

Microcell means—base stations that provide additional coverage and capacity to macrocells. A microcell is usually sited where there are large numbers of users. Antennas are usually mounted at street level.

Physical Barrier means—a fence or wall not less than 3 metres (9.8ft) in height which encloses a base station.

Picocell means—a base station, which is normally found within existing buildings and provides more localized coverage than a microcell.

Precautionary Approach means—before a development is permitted it should be shown that the risk from the development is acceptably low. The lack of full scientific certainty or an absence of information indicating that a risk is unacceptably high should not be reasons to approve development.

Radio Waves means—electromagnetic wave of frequencies lower than three million megahertz propagated in space without artificial guide (Radio and Telegraph Control Act).

Sound Broadcasting means—the dissemination by wireless telephony of sounds of any description but does not include sounds, which form part of a television broadcast.

Television Broadcasting means—the wireless transmission of visual images or pictures, together with any sounds broadcast for reception along with those images or pictures.

FIFTH SCHEDULE, *contd.*

APPENDIX 2

LIST OF LOCAL PLANNING AREAS

The town of Morant Bay is the Parish Capital and the main commercial and administrative centre which provides goods and services to the Parish of Saint Thomas. Yallahs which is located to the west of Morant Bay is the next major town with numerous commercial activities and service facilities located there.

Development policies and guidelines have been prepared for all the Local Planning Areas listed below.

1. Morant Bay
2. Yallahs
3. Seaforth
4. Bath
5. Golden Grove/Duckenfield/Dalvey
6. Port Morant
7. Trinity Ville
8. Cedar Valley
9. Llandewey-Easington

FIFTH SCHEDULE, *contd.*

APPENDIX 3

NATIONAL SITES AND MONUMENTS	DATE DECLARED
Buildings of Architectural and Historic Interest	
Orange Park	04/07/2002
Churches, Cemeteries and Tombs	
Christ Church, Morant Bay	04/07/2002
Historic Sites	
Stony Gut—Home of National Hero, The Rt. Excellent Paul Bogle	05/11/1992
Natural Sites	
Bath Fountain Spa	13/09/1990
Public Buildings	
Morant Bay Court House	05/11/1992
Statues and Other Memorials	
Statue of the Rt. Excellent Paul Bogle, Morant Bay	03/04/2003

Source: www.jnht.com

FIFTH SCHEDULE, *contd.*

APPENDIX 4

SITES OF ARCHITECTURAL OR HISTORICAL INTEREST

The list of sites and buildings which follow indicates areas of particular beauty or having historic, archaeological significance. It is not a complete inventory of all significant sites and structures in the parish but gives an indication of what should be preserved in the carrying out of permitted development works and in the absence of intended development to be conserved. The Local Planning Authority may, after consultation with the Jamaica National Heritage Trust and on the advice or direction of the Authority, add to this list. Should any item cease to exist the local planning authority may after consultation with the 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:—

- (a) Yallahs (Hato De Ayala)
- (b) Judgement Cliff
- (c) Whitfield Hall
- (d) Aratully Great House
- (e) Paul Bogle Monument
- (f) Fort Lindsay
- (g) Bath Fountain
- (h) Bath Botanical Garden

FIFTH SCHEDULE, *contd.*

APPENDIX 5

CULTURE HERITAGE TOURISM

Category—Natural

Item	City/Town	Location	Site Name	Sub-category
1	Bath	Town Centre	Bath Botanical Gardens	Gardens
2	Bath	North of Town Centre	Spa—Bath Spa	Guest House
3	Blue Mountain Valley	Blue Mountain Valley	Upper Negro Valley	Land feature
4	Blue Mountains	Blue Mountains	Blue Mountain Peak	Ecosystem
5	Blue Mountains	Blue Mountains	Blue Mountain Peak	Natural
6	Blue Mountains	Blue Mountains	Chinocona Botanical Gardens	Gardens
7	Morant Bay	Morant Point	The Great Morass	Ecosystem
8	White Horses	Rozelle, Yallahs	Rozelle Falls	Water Feature
9	Yallahs	Salt Ponds & Environs	Yallahs Salt Ponds	Eco-Tourism
10	Yallahs	Yallahs River Watershed	Cambridge Hill to Hagley Gap	Scenic Route
11	Yallahs	Cane River Valley	Dallas Mountain Protected Watershed	Ecosystem

Category—Cultural Heritage

Item	City/Town	Location	Site Name	Sub-category
1	Belvedere	Belvedere Estate	Freemen Tomb	Artifact
2	Easington	Easington Square	Easington Heritage Marker	Heritage Marker
3	Easington	Playing Field	Judgement Cliff	Heritage Marker
4	Easington	Easington	Old Paul Bogle Monument	Monument
5	Easington	Easington	Slave Hospital ruins	Historic site

FIFTH SCHEDULE, *contd.*APPENDIX 5, *contd.*

Item	City/Town	Location	Site Name	Sub-category
6	Easington	Easington	Graves (Red Hills)	Artifact
7	Morant Bay	Morant Bay Square	Town Square	Municipal
8	Morant Bay	Morant Bay Square	Court House	Municipal
9	Morant Bay	Rear of Court House	Court House	Heritage Marker
10	Morant Bay	West of Court House	Anglican Church	Religious Building
11	Morant Bay	Morant Point	Three Finger Jack Paul Bogle	Heritage Marker
12	Stony Gut	Stony Gut	Memorial Garden	Heritage Marker
13	Port Morant	Port Morant Harbour	Bowden Wharf	Event

Listing of some of the Attractions in Saint Thomas by Location and Sub Category

Source: Kingston Resort Board

FIFTH SCHEDULE, *contd.*

APPENDIX 6

SCHEDULE OF BEACHES ALONG THE ST. THOMAS COAST

LOCATION	TYPE OF BEACH
Bull Bay	Fishing
Grants Pen	Fishing
Cow Bay	Fishing
Morant Bay	Fishing
Fisherman's Bay	Fishing
Dalvey	Fishing
Bull Bay	Bathing
Grants Pen	Bathing
Yallahs (South haven)	Bathing
White Horses	Bathing
Morant Bay (Duhaney Pen)	Bathing
Lyssons	Bathing
Fisherman's Bay	Bathing
Mammee Bay	Bathing
Lyssons	Fishing and Bathing
Leith Hall	Fishing and Bathing
Port Morant	Fishing and Bathing
Pera Point	Fishing and Bathing
Rocky Point	Fishing and Bathing
Hollard Bay	Fishing and Bathing
Yallahs	Fishing and Bathing

FIFTH SCHEDULE, *contd.*

APPENDIX 7

SCHEDULE OF ROAD STANDARDS
(All measurements in metres)

Type of Road	Total Reservation	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 a median strip, or such requirements as the local authority may consider adequate.

FIFTH SCHEDULE, *contd.*APPENDIX 7, *contd.*Schedule of Road Standards, *contd.*

(All measurements in metres)

Type of Road	Total Reservation	Carri- age- way	Side Reservation (each side)			
			Total	Paved	Planted	
(e) Arterial Roads where standards of (d) are not required	21	14.6	See special requirements			(2) 3.2 footpaths or such requirements as the local planning authority may consider adequate.

Standard of new roads and improvements to existing roads in subdivision in the development 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 8

PARKING AND LOADING REQUIREMENTS

Schedule of Vehicle Parking Requirements Within Site Boundaries

Type of Development	Minimum Number of Vehicle Parking Spaces Required
Private Residence (up to two bedrooms)	1 for each individual unit.
Private Residence (over two bedrooms)	2 for each individual unit.
Apartment Buildings and Town Houses	1.25 for each individual unit.
Elderly Persons Accommodation (Self contained dwellings)	2 per three units.
Elderly Persons Accommodation (Grouped flat)	1 per three one bedroom units.
Guest Houses	1 for each 2 guest unit plus 1 for each 4.5 square metres of public dining room.
Motels and Hotels	1 parking space for each 2 of the first 40 rental sleeping units; 1 additional space for every 3 rental sleeping units thereafter. In addition 1 employee parking space for each 10 guest rooms plus 1 for each 4.5m ² of public dining room. 1 coach parking space per 50 bed spaces in the hotel.
Villas	1 per 2 bedroom villa. 2 per 3 bedroom villa.
Hostels for students	1 space for every 4 units plus 1 space for every 2 full-time members of staff.
Civic Administration Building, Office Building, Librarians	1 for each 20 square metres of floor area inclusive of storerooms plus 1 space per unit for staff parking where the building is divided into smaller units.

FIFTH SCHEDULE, *contd.*APPENDIX 8, *contd.*

Type of Development	Minimum Number of Vehicle Parking Spaces Required
Museums and Art Galleries	1 space per 30 square metres of public display space.
Shops, Stores, Supermarkets	1 for each 20 square metres of gross floor area inclusive of store-rooms plus 1 space per unit for staff where the building is divided into smaller units 1 for each 16 square metres of gross floor area. (The same applies to Shopping centres).
Markets	To be assessed individually.
Restaurants	1 for each 4.5 square metres of public dining room.
Take-Away Fast Food Shops	6 spaces per unit, plus 1 for each 4.5 square metres of dining area or public dining room.
Industrial Buildings used for manufacture or storage	1 for each 185 square metres of gross floor area including office space, plus provision for trucks as indicated in vehicle loading requirements.
Dance Halls, Clubs and Bars	1 space per 2 square metres of public floor area.
Games Buildings, Public or Exhibition Halls	1 space per 3 staff members plus 1 space for every 10 square meters of exhibition area.
Cinemas, Concert Halls, Theatre	Town Centre locations, 1 space per 10 seats. Other locations—1 space per 5 seats.
Primary Schools	1 space for every 5 Teachers.
Secondary Schools	1 space for every 5 Teachers, plus 1 space for every 3 non Teaching staff.
Post Secondary Institutions	1 space to be provided for every 2 members of staff plus 1 space for

FIFTH SCHEDULE, *contd.*APPENDIX 8, *contd.*

Type of Development	Minimum Number of Vehicle Parking Spaces Required
(Colleges, Universities, <i>etc.</i>)	every five (5) full-time equivalent students in addition to administration requirements.
Hospitals Clinics/Health Centres	1 space for each 4 beds. 3 spaces for each practitioner.
Group medical, Veterinary or Dental Practices	2 spaces per practitioner.
Creche, Day Nurseries or Day Care Centre	1 space per 3 staff members plus an area for setting down and picking up of children.
Assembly Halls, Auditoriums, City and Town Halls, Court House, Lecture Halls	1 for each 8 seats.
Place of public worship or religious instruction	1 space per 7 seats plus one parking space for each 4.5 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.

FIFTH SCHEDULE, *contd.*APPENDIX 8, *contd.**Vehicle Loading Requirements Within Site Boundaries*

<u>Type of Building</u>	<u>Number of Loading or off-loading bays</u>
Shops, Showrooms, Stores, Markets, Hospitals	1 for each building up to 930 square metres plus 1 for each 1,850 square metres of floor area in excess of 930 square metres to a total of 3. One (1) for each 930 square metres thereafter;
Industrial Buildings used for manufacture	1 for each building up to 460 square metres of floor area in excess of 460 square metres to a total of 3. One (1) for each 4600 square metres thereafter.

Note: The design layout and landscaping of parking areas shall be in accordance with the Parking and Loading requirements in Appendix 10 and Figures 2,3 and 5 of the Appendices.

FIFTH SCHEDULE, *contd.*

APPENDIX 9

GUIDELINES FOR THE PROPER SITING AND DESIGN OF PETROL
AND OIL FILLING STATIONS

1. Stations should be located at a minimum of 152.4m from any public institution such as schools, churches, public libraries, auditoriums, hospitals, public playgrounds, *et cetera*.
2. Area of land to be developed should be sufficient to allow manoeuvring of vehicles within its curtilage but should not be less than 1858 sq. m. with a minimum frontage of 30.5m on the primary street. Where the site is part of a functionally integrated commercial or industrial complex the size may be reduced to not less than 1120 sq. m.
3. Filling Stations will not be allowed in any area where the traffic situation is such that it will cause obstructions in entering or leaving a station or on tight curves where visibility is not adequate.
4. Vehicular access or egress or crossover should be reasonably safe with adequate approach distances especially where main roads and intersections are involved.
5. Wherever possible, stations should be erected on level rather than sloping site to prevent rolling of discarded materials such as cans, drums, *et cetera*.
6. When sited in shopping centres, stations should be located in an isolated area of the development as long as planning criteria are met e.g. set back.
7. Environmental impact on streams, lakes, ponds, aquifer, *et cetera*, will be taken into consideration. An Environmental Impact Assessment may be required from the applicant.
8. Buildings are to be located a minimum of 12.20m. from road property boundaries to provide adequate area for manoeuvring of vehicles in the service area.
9. Canopies and supports over pumps and service equipment when located less than 6m from interior residential lot lines or building or structure should be constructed of non-combustible material.
10. Petrol pumps shall be located a minimum of 30.48m. from any residential building.
11. No fuel pumps or other mechanical equipment shall be installed so as to permit servicing of motor vehicles standing on a public street or highway.
12. All service areas should be paved to avoid dust nuisance.
13. Exterior design of the building should be compatible with adjacent development and should be such that it is not detrimental to property values in the area.
14. In a residential area a landscaped open area 3.0m wide shall be provided along the rear property boundary and 4.6m wide along the side property boundaries, and be separated from paved area by kerb or other barrier.

FIFTH SCHEDULE, *contd.*APPENDIX 9, *contd.*

15. Where the site adjoins the side of, or rear boundary of a residential lot, a solid wall 3.0m in height should be constructed and maintained along that lot boundary.

16. A raised kerb of at least 15cm in height should be erected along street property lines except for driveway openings so as to prevent operation of vehicles on sidewalks, and to define entrance or exit points.

17. Signs should be in accordance with the advertisement Regulations and should be located so as not to reflect the sun into the face of motorists and should be large enough so that they can be seen from a reasonable distance at a reasonable speed.

18. Each tank shall be vented to the atmosphere outside of buildings by means of an independent vent pipe which should not be less than 3.65m in height or 0.6m above the top of the nearest adjacent building.

19. All volatile flammable liquid storage tanks shall be installed below ground.

20. Integral containers of adequate design and capacity should be provided for solid waste, such as discarded cans, bottles, *et cetera*.

21. Proper facilities for storage and disposal of used and waste oil and gas must be provided.

22. Waste water from the washing of motor vehicles, *et cetera* and sewage disposal should be to the satisfaction of the Health Authorities.

23. Fuel should be stored in double walled container with leak spillage and over fill detection system to minimize leakage and prevent contamination of ground water and the material of the tank is to be coated to avoid corrosion.

24. A secondary containment should be in place to contain any spills or leakage and should have a volume of not less than a hundred and ten percent of the volume of the tank itself.

25. Normally no access to nor egress from a filling Station shall be closer than 45.72m to any road intersection or sharp corner, or 76.2m from the intersection of two main roads.

26. Tank access chambers and filling points should be liquid tight to prevent accidental spillage from entering the ground around the installation.

27. The surface around the road tanker discharge area and around the vehicle filling points should be liquid tight, and the area drained to a petrol/oil separator to prevent product from entering off-site drainage systems.

FIFTH SCHEDULE, *contd.*

APPENDIX 10

THE DESIGN OF PARKING FACILITIES

1. The condition governing the design of parking facilities (see figure 3) for enclosed and unenclosed parking is an unobstructed rectangular minimum space of 5.5m x 2.5m for each car, however—

- (a) where parking is parallel to the kerb, the length of the car parking space shall be increased to 6.7m;
- (b) where a vehicle can overhang the kerb by 0.6m and such overhanging does not seriously limit the use of a sidewalk or other access, the length of the parking space may be reduced to 4.88m;
- (c) where the use of one car parking space is limited on both sides by a wall or column, the unobstructed width (face to face of obstruction) of the parking space shall be 3.0m or if a door opens into the parking space on its long side, 3.36m;
- (d) where the use of one parking space is limited on one side by a wall or column, the unobstructed width (face to face of obstruction) of the parking space shall be 3.0m;
- (e) the minimum width of a parking aisle shall be 5.5m except where parking is provided at a lesser angle to the aisle than 60 degrees and access is one way only, in which case the following aisle width shall apply;

Angle of Parking		Minimum Aisle Width
30 degrees	—	3.36m.
45 degrees	—	3.97m.
60 degrees	—	5.48m.

2. In the case of parking garages with columns, care must be taken to ensure proper moving of vehicles and in no case should a column project into a minimum parking space aisle.

3. For parking garages, carports and parking areas, the maximum gradient and the maximum cross slope shall be 1 in 20.

4. In certain types of developments, developers will be required to provide loading and off-loading bays within the curtilage of the site.

5. Each bay shall have an unobstructed rectangular space 6.7m by 3.0m and reasonably vehicular access shall be provided to each bay.

6. The parking provision for disabled drivers should be as indicated in Figure 2.

FIFTH SCHEDULE, *contd.*

APPENDIX 11

RESIDENTIAL DENSITY—STANDARDS AND CONTROLS

Requirements

Residential density is used as a control over the physical intensity and bulk of buildings and indirectly as a control on the number of people living on a particular site. Since the actual occupancy of unit of accommodation is a variable that is dependent upon such factors as tenure, size and type of accommodation; density is best expressed in terms of habitable rooms per hectare rather than persons per hectare.

While density is useful in assessing proposals, other requirements such as adequate amenity space, ground cover, floor area ratio, security, privacy and car parking spaces will be taken into consideration. The general appearance of the building, distance to adjacent development and established character of the area will also be considered.

In calculating density all the rooms in apartment buildings are regarded as habitable rooms except for kitchen and bathroom, landing stairs, passages and storerooms not exceeding 6.5sq. m. are also excluded.

However, the size of a bedroom in a multifamily building such as an apartment should not exceed 13.37 square metres. For every 9.29 square metres or part thereof that is exceeded will be counted as the number of habitable rooms that exist for density calculation purposes except as indicated in Policy SP H.

For studio units in apartments the standard area shall be no more than 37.16 square metres in size including all facilities. Where the standard size is exceeded the application will be assessed as two (2) or three (3) bedroom units as the case may be for each 9.29 square metres or part thereof with the relevant statutory requirements.

Where the proposal is for a site with an existing building the density of the development should be calculated as follows and shown on the drawings—

- (a) density for the whole site including habitable rooms in the existing building plus the new proposal;
- (b) density for the existing building on its reduced site area;
- (c) density for the new proposal on its new site area;

Low densities may be appropriate for residential development where the site is of irregular shape, the adjacent buildings are low rise, where there are trees or other natural features to be retained, where it is in a conservation area or where another use is involved.

Security

Public safety and security should be given attention in the design, layout and lighting of developments, especially as it affects the needs, of women, children, the elderly and disabled persons.

FIFTH SCHEDULE, *contd.*APPENDIX 11, *contd.*

Where possible footpaths, play areas, and car parks should be well lit and should be overlooked by habitable rooms or kitchens.

Footpaths should have a clear view through to public areas without any blind corners. Rear access ways to dwellings should be avoided as should access through a block of flats or between houses to other flats.

Play areas should be located so that they can be overlooked from nearby dwellings, but well separated from roads and parking areas; and landscaping should include low shrubs, ground cover and well sited trees to avoid creating hiding places.

Privacy and Distance between Buildings

Town house and apartment buildings require an area of privacy either for the outdoor use of the occupants of a particular unit or to provide privacy from passers-by. This area is known as the privacy zone. The remainder of the open area where no privacy zone is required maybe used for communal pedestrian purposes by the occupants of the project. The yard depth and privacy zone requirements may vary depending upon the form of housing and on the use of the rooms having principal windows overlooking the area.

Each dwelling unit in a horizontal multiple housing shall have one yard area which serves as a private outdoor living area for the occupants. This is normally associated with the living room, but to allow flexibility in design, the private outdoor living area may alternatively be located adjacent to a dining room, study lounge or a kitchen which is combined with one of the above uses.

A privacy zone should normally not be less than 4.5 metres deep. Outside a window of a habitable room the minimum distance to a wall or building should be 7.5 metres. These distances maybe varied by the Planning Authorities depending on the circumstances. Minimum distance between two storey building is 3.0.

An outdoor area adjacent to a non-habitable room shall have a minimum depth of 1.2 metres plus 0.6 metre for each additional storey above the storey or partial storey at ground level.

The minimum distance between two end elevations of two apartment buildings should be 1.0 metres plus 0.3 metre for each additional storey above the storey or partial storey at ground level to a maximum of 4.0 metres. This is not applicable if the end elevation has the only window of a habitable room. If so the distance should be minimum 7.5 metres. Along either front or back elevations there should be a privacy zone of appropriate length. These distances maybe varied by the Planning Authorities depending on the circumstances.

For distance between buildings of different heights, the height of the highest one dictates the distance of parking from habitable room windows.

FIFTH SCHEDULE, *contd.*APPENDIX 11, *contd.**Amenities**(i) Single Family Detached Development*

In housing developments, space such as parks, playgrounds and sports fields are needed as part of the public areas. To ensure that this need is satisfied, in all new residential area in excess of 10 lots usable lands must be reserved for the above community non-residential needs at the minimum rate of one hectare to every one hundred (100) dwelling units. Such land should be landscaped initially and otherwise be developed.

The land reserved for public use should not be pieces left over as unsuitable for development of houses. It is important that the land is on usable ground and also that it is properly located within the neighbourhood so that it can be conveniently used for the required public purpose.

Consideration should also be given to the provision of large open spaces rather than several small ones.

(ii) Multi-Family Development

Space must be set aside for recreational and landscaping purposes different from the land reserved for the building, car parking, driveway areas, foot paths accessory building and ancillary uses where required. This referred to as the amenity area will normally be a portion of the total site, but may also include swimming pools, communal lounges and other areas within the site which, in the judgment of the Planning Authorities, can be used for general recreational purposes.

The minimum common “amenity area” for each unit should be provided as follows:

- Studio Unit 15 square metres
- One-Bedroom Unit 30 square metres
- Two or more Bedroom Unit 60 square metres

Landscaping

In new residential developments a site plan will be required showing the accurate position of all existing trees and shrubs and those that are proposed to be removed and those to be planted.

Existing trees and shrubs should, where possible be protected during the construction period by exclusionary fences which should be erected before site clearance commences.

The landscaped areas should be laid out before the development is occupied so that they will be ready for maintenance at the time of occupancy.

Applications will not be considered in outline if the development or the area is felt to be environmentally sensitive.

FIFTH SCHEDULE, *contd.*

APPENDIX 12

CAVES IN ST. THOMAS

NAME OF CAVE	LOCATION
Banana River Cave	Banana River
Rowe Cave (dry shelter)	Rowlandsfield
Cole Cave (dry shelter)	Rowlandsfield
Ratbat Hole—1	Lumsden
Ratbat Hole—2	Lumsden
Style Hut Cave	Port Morant
Creighton Hall Cave	White Horses
Botany Bay Cave	Grant's Pen
Cambridge Hill Cave	Cambridge Hill

APPENDIX 13

INFORMATION TO BE SUPPLIED WITH SUBDIVISION
APPLICATION*Scheme Plan*

Every Scheme plan prepared for the purpose of a subdivision shall show—

- (a) the whole of the land being subdivided.
- (b) the type of development and the several allotments and their areas, dimensions, and numbers in sequence.
- (c) the proposed phasing and seeding if any.
- (d) contour lines with respect to residential subdivision especially where the terrain is most uneven and difficult.
- (e) surface water drainage details.
- (f) scale to which the plan is drawn.
- (g) existing roads, reserves, access way and service lanes.
- (h) the layout of the proposed roads and their approximate grades, the proposed reserves, access ways and service lanes.
- (i) all those lands which are either affected by existing easements or to be affected by easements which are created.
- (j) the nature of all easements whether existing or to be created.
- (k) the relationship of the proposed scheme with adjacent land or development whether or not under the control of the applicant or owner.

FIFTH SCHEDULE, *contd.*APPENDIX 13, *contd.*

- (l) such information as suffices to identify any particular road such as names, letters, or numbers.
- (m) such other particulars as may be required in writing by the local planning authority.

Location Plan

A location plan is to accompany each scheme plan showing the position of the subdivision in such a manner as to facilitate mapping and location on ground. Such a plan should:

- (a) show the nearest places of importance to and from which any road leads;
- (b) show definable and easily recognizable marks on earth together with necessary data such as distance from nearest mile post.

APPENDIX 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 therefrom;
- (c) if the subdivision would interfere with or render more difficult or costly the carrying out of any public work or scheme of development which is proposed or contemplated by the Government of Jamaica or any local authority;
- (d) if the proposed subdivision conforms to recognised principles of town planning;
- (e) if there is adequate information given concerning the proposed co-ordination with adjacent land and its development and services;
- (f) if the development conforms to the standards of amenity already established in the area which should not be less than that for the proposal.
- (g) if proposal satisfies community needs by dedicating land of appropriate shape, slope and location at the minimum rate of 2½ areas per 100 lots per hectare for the purpose.

FIFTH SCHEDULE, *contd.*

APPENDIX 15

VISIBILITY SPLAYS

Visibility splays are the angles of visibility which are designed at all major road intersections. They are intended to facilitate the unobstructed vision of motorists from one street on to the other, thereby minimizing the risks of accidents. Suggested visibility splays in relation to street type are listed below:

ROAD VISIBILITY SPLAYS AND SIDEWALKS RESERVATIONS

Road Type	Total Width (m)	Carriage Way (m)	SIDEWALK RESERVATION			Visibility Splay Angle (Degrees)	Splay Distance (m)
			Total (one side) (m)	Paved (m)	Planted (m)		
Service Road	9	6	1.5	—	—	45	1.8
Estate Road	12	6	3.3	1.2	1.8	45	3.0
Main Estate Road (spine or collector)	15	8.5	3.25	1.45	1.8	30	3.0
Main arterial road (adjacent residential areas)	21	14.6 Dual	3.25	1.45	1.8	30	2.1

Sidewalk Reservations (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 shoulders on access roads would not normally be paved.

—Unpaved sidewalk reservations should be properly grassed and maintained, otherwise, storm water may enter the road base and affect the stability of the road.

FIFTH SCHEDULE, *contd.*

APPENDIX 16

GENERAL DEVELOPMENT STANDARDS FOR
TELECOMMUNICATION NETWORK

1. Standards

Size of site for base station for free standing structure.

- (i) No base station shall be less than 400 square meters (1312.3 square ft.) for self-support towers.

Set back for free standing structure

- (ii) The foremost part of each mast/tower shall be a minimum distance of 6.1 meters (20 feet) from the physical barrier.

Exclusion Zone

- (iii) Exclusion zones shall be determined and defined by acceptable physical barriers and appropriate grating. Zones shall be a minimum of 20m by 20m (65.6ft by 65.6ft) in size and the physical barrier shall be a minimum of 3 meters (9.8ft) in height within the cartilage of the site.

Height of tower

- (iv) The minimum height of self support towers/masts shall not exceed 45.72 meters (150ft) within urban areas.
- (v) All masts/towers over 30 meters (98.4ft) must comply with the stipulation of the Civil Aviation Authority and Spectrum Management Authority. For rooftop structures, the height of the building must constitute apart of the measurement.

Signage

- (vi) Readily identifiable signage warning the public to “Keep Out”, who the operator/s of the site are, their emergency contact numbers shall be posted at a conspicuous position at the site.

Parking and Access to site

- (vii) Sites must be adequately sized to accommodate the maneuvering and parking of not less than two service vehicles. Access way shall be a minimum of 6.1m (20ft) with parking bays being 5.5m by 2.5m (18 feet by 8 feet).

Emissions

- (viii) Emissions from any apparatus associated with a base station shall conform to Natural Resources Conservation Authority (Industrial Air Quality) Regulation 2004.

FIFTH SCHEDULE, *contd.*APPENDIX 16, *contd.*

2. Information Accompanying Application.

A. Consultation Information

- (i) Result of consultation conducted by operators shall be submitted along with the application as an accompanying statement.
- (ii) The nature of the consultation undertaken for example, community meetings, serving of notices in the press *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.

APPENDIX 17

GUIDELINES FOR HOTEL DEVELOPMENT

Density

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

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

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

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

Densities for guest houses or resort apartments will range from a low of 37.5 habitable rooms per hectare (15 hr/a) to a high of 125 habitable rooms per hectare (50 hr/a) along the coastal areas, and a maximum of 75 habitable rooms per hectare (30 hr/a) inland. It should be noted that these densities maybe varied by the Planning Authorities based on the existing physical conditions in the area and also depending on the level of infrastructure available. The ground cover or plot coverage will be 15 per cent maximum and the plot area ratio or floor area ratio a maximum of 20 per cent.

FIFTH SCHEDULE, *contd.*

APPENDIX 17, *contd.*

The density of hotels will range from 18.5 guest rooms per hectare (7.5hra) to a maximum of 37.5 75 guest rooms per hectare (15 30 hr/a) in environmental sensitive coastal areas and inland areas. These densities maybe varied by the Planning Authorities, depending on the level of infrastructure available and prescribed to strict stipulations or conditions and must adhere to the recommendations of the relevant Planning Authorities in other coastal. The ground cover will be 15 per cent maximum and the plot ratio 15 per cent maximum for densities at 18.5 guest rooms per hectare (7.5 hr/a) and 20 per cent for both at 37.5 125 guest rooms per hectare (50 hr/a).

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

Access

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

Height

Accommodation located on the beach will not be allowed to exceed three stories in height plus pitched roof if desired subject to a ridge height of 12m (40 ft.) above mean sea level. However, in areas where the hotel is to be located on parcels of land exceeding 4.0 hectares in area higher buildings may be allowed. This will depend on the character and design of the building in relationship to the surrounding areas and other material consideration. Only low rise resort development will be encouraged along the undeveloped coastal areas outside of the built up areas.

Setbacks

Setback from the high water mark should be in conformity with the guidelines in figure 4 as the terrain and other conditions along the coast differ. No building should be located within 12 metres of a road boundary and side boundaries should be a minimum of 3.7m for buildings up to three floors. An additional 1.5m is to be added for each extra floor in excess of three floors. This could vary depending on the size and location of the site, the character of the surrounding area and the height of the building

Parking

This should be on site and conform to the requirements set out in the parking standards in terms of requirements, design and landscaping.

Site Planning Considerations

Development must satisfy the requirements for ground (or plot) cover, plot (or floor) area ratio, building height and habitable rooms or guest rooms per hectare whichever is relevant.

FIFTH SCHEDULE, *contd.*APPENDIX 17, *contd.*

The standard for guest rooms per hectare is based on normal space standards for central and ancillary facilities in resort hotels. Where these fall below the normal, adjustments will be made by the planning authorities in the number of guest rooms so that it is in conformity with allowable densities in the area.

The local Planning Authority may exercise control over issues other than density such as the provision of parking and aesthetic concerns in the processing of applications.

In urban areas hotels should have a minimum lot area of 0.2 hectare of land for fifty (50) rooms, however, outside of urban areas the requirement is expected to be higher.

APPENDIX 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.

FIFTH SCHEDULE, *contd.*APPENDIX 18, *contd.**C. Commercial Areas*

1. All displays must be in scale with the particular building on which they are located and must not conceal any architectural features.
2. A display must not be unduly dominant and the most important criterion will be the overall visual effect upon the entirety of the building and its surroundings.
3. Advertisements must be properly organized and clutter will be resisted.

D. Declared Buildings and Structures

1. Special consideration will be given to advertisements on or adjoining buildings of architectural or historic interest.
2. Internally illuminated box signs will normally be resisted.

E. Conservation Areas

1. Advertisements will be expected to preserve or enhance the character of Conservation Areas.
2. Signs should normally be located at fascia level and should not damage original mouldings or brackets. Size, design and method of illumination will be carefully controlled.

F. Illumination

1. Illuminated advertisements will be considered in respect of amenity and public safety.
 - (i) Public Safety. Regard will be given to possible danger to users and operators of road transport particularly where:—
 - (a) The means of illumination is directly visible from the transport system;
 - (b) The colour of the signs may cause confusion with traffic signals or other means of direction;
 - (c) Brightness could result in glare, dazzle or distraction.
 - (ii) Amenity
 - (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.

FIFTH SCHEDULE, *contd.*APPENDIX 18, *contd.**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.

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.

FIFTH SCHEDULE, *contd.*APPENDIX 19, *contd.**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.

APPENDIX 20

MINIMUM LOT SIZES FOR SINGLE FAMILY RESIDENTIAL DEVELOPMENT

The minimum lot areas for detached, duplex or semi-detached dwelling with ground level access shall subject to satisfactory arrangements for the disposal of sewage and general amenities be as follows:

(a) Detached House

(i) Main Urban Area

—Minimum of 325.15m² for internal lots (3,500 sq. ft.).

—Minimum of 418 m² for corner lots (4,500 sq. ft.).

(ii) Sub Urban Area

—Minimum of 371.6 m² for internal lots (4,000 sq. ft.).

—Minimum of 464.5 m² for corner lots (5,000 sq. ft.).

FIFTH SCHEDULE, *contd.*APPENDIX 20, *contd.*

(iii) Rural Towns

—Minimum of 464.5m² for internal lots (5,000 sq. ft.).

—Minimum of 557.4m² for corner lots (6,000 sq. ft.).

(iv) Rural Areas (Lots outside the above)

—A minimum of 1011.75 m² (10,890 sq. ft.)

(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 detached housing in all areas should be a minimum of 12.19m and 10.7 m for each half of a semi detached 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. However, the lot size may be varied by the Planning Authorities depending on the circumstances.

APPENDIX 21

GENERAL CONSIDERATIONS FOR THE SETBACK OF SELECTED BUILDINGS

The following guidelines are suggested for the minimum setback of selected buildings from property boundaries or existing building unless otherwise indicated in the Order.

(a) Residential Development

(i) Single Family detached and duplex houses.

—side yard where provided should not be less than 1.2m per floor for single and multi-storey buildings.

—Rear yards should not be less than 1/3 the height of the building or 3m whichever is greater.

—Front yard should be a minimum of 6m.

FIFTH SCHEDULE, *contd.*APPENDIX 21, *contd.*

- (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. This distance maybe varied by the Planning Authorities depending on the circumstances.

- (b) Apartments are guided by different densities depending on the area in which they are located. The densities control the heights of the buildings and eventually the setbacks. In all situations the setback from the roadway will be guided by the height and width of the road and should not be less than 21.0m from the road centre line. For the other guidelines please see appendix 11 and figure 1.

- (c) Commercial and office developments – In addition to the guidelines provided below for commercial and office development refer to Sectoral and General Development Policies and the Appendices of this order.

- (i) Minimum setbacks from property boundaries for Commercial development:

—Buildings located within business centres on lots identified for commercial use may be constructed with zero lot line subject to the provision of parking and other required standards to the satisfaction of the planning authority.

—Where commercial development adjoins lots identified for or currently used for residential purposes, the structure must be setback at least 3 meters from that boundary.

- (ii) Minimum setbacks from property boundaries for Office development:

—Buildings located within business centres on lots identified for office use may be constructed with zero front lot line subject to the approval of the road authority, the provision of parking and other required standards to the satisfaction of the planning authority.

—Where compatible office development is contemplated for infill development in residential areas:

- Rear—minimum of 6 meters.
- Side yards—at least 3meters or a minimum of 15% of the width of the lot.

- (d) Institutional—Setbacks for the schools and churches should be:

—1.5m from the side property boundary per floor.

FIFTH SCHEDULE, *contd.*APPENDIX 21, *contd.*

—3m from the rear property boundary

—6m from the front property boundary

—all measurements should be taken from the face of the building to the property boundary unless otherwise specified.

—the height of the buildings should not exceed two (2) floors from ground level. Basement may be located below ground level depending on the contour of the land.

—the setbacks from any lot line may be increased by the Planning Authority in order to protect the privacy and visual amenities.

—Site coverage should not exceed fifty percent (50%). Refer to Appendix 11 and Figure 1 for guidelines for other uses.

APPENDIX 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.

FIFTH SCHEDULE, *contd.*APPENDIX 22, *contd.*

(7) Ecological formations which are normally problematic for construction e.g. shales, colluvial soils and some non-limestone rock slopes shall be included from class 3 slopes (steeply sloping). These may be reviewed on a case by case basis.

(8) Subdivision roads with circular/rectangular cul-de-sacs shall have minimum lot frontages of 8 metres for class 1, slope, 10 metres for class 2 slope and 14 metres for class 3 slopes provided that the back boundary is at least 3.5 times the length of the frontage (see fig 8.2 in the Hillside Development Manual for Jamaica).

Slope Steepness

(1) Development will be permitted on slopes up to 30 degrees (58% slope) and may be allowed in areas above under extraordinary circumstances subject to special conditions e.g. non-residential type development such as cellular towers.

(2) Areas with the potential for landslides, erosion and debris flood with slope gradient in excess of 26 degrees (50% or 1:2 slope) should have extraordinary provisions that would allow developments to proceed with minimal disturbance.

(3) Where vehicular access to a hillside property becomes problematic due to steep slope or deep, vertical cuts (75m) from main access road, developments may not be permitted if access cannot be provided or it is clearly demonstrated that this can occur without great difficulty.

Development on Colluvium Slopes

(1) Colluvial slopes should be avoided for large scale development as they are highly unstable and prone to landslide and erosion and approval will only be given where it is proven that such development can proceed without having any negative impacts.

(2) Deep foundation should be used for building structures on colluvial soils, unless it can otherwise be demonstrated that an alternative suitable foundation design is acceptable to the authority.

(3) Excavated soils on these slopes should not be used as fill for load bearing purposes, but be used only for landscaping or other non-load bearing purposes.

Development in Limestone Karst

(1) Where sink holes and depressions are being used for storm water discharge they should be prevented from blockage using trash rack or other devices where possible.

(2) During site preparation for development sinkholes, depression or cavities should not be covered or buried but left open. A professional assessment should be made of these cavities.

FIFTH SCHEDULE, *contd.*APPENDIX 22, *contd.*

(3) No development shall take place above, or in close proximity to caves or caverns unless the safety of the development can be ensured.

(4) Where possible runoff from roofs and impervious areas on site should be captured and dispersed to adjacent designated areas (vegetation buffers, sinkholes, depression, soak away etc. where it will not negatively affect other activities.

(5) Detention areas such as catch basins, soak away pits or other flood control devices to reduce peak flow, shall be constructed on hillside areas to reduce storm water run-off which, where possible, can be conveyed to landscaped on-site or off-site areas.

Visual Impact

(1) Developments should not be designed to dominate the hillside but to blend with the natural features and achieve harmony between natural and built environment, such as vegetation, wildlife habitat etcetera.

(2) Natural features should be conserved and buildings sited so as to allow screening to minimize intrusiveness of the development.

(3) Buildings should be designed to conform to the natural topography and characters of the site in order to reduce bulk and mass.

(4) Architectural styles that are viewed as massive and bulky should be avoided and the stepping of foundations and roofs with the natural slope will be encouraged.

Note: The above information is extracted from the Hillside Development Manual for Jamaica prepared by the Mines and Geology Division, Hope Gardens, Kingston 6 and which should be consulted for more detailed information and guidelines relating to hillside development. The Mines and Geology Division should also be consulted in the preparation of any development application relative to this activity.

FIFTH SCHEDULE, *contd.*

APPENDIX 23

COMMUNITY PLANNING

As a standard of the requirement for community facilities in neighborhoods of different sizes the following facilities shall be provided:

Development of 200 to 600 dwelling units—

- o Shops e.g. grocery, pharmacy *etc.*
- o A primary school including basic school (unless existing in immediate vicinity).
- o Communal areas (including parking, sidewalks, commercial space, park and play areas).

Development of 601 to 1000 dwelling units—

- o A primary school, basic school/day care centre.
- o Commercial areas of 10 square metres per family including covered and open areas, parking, petrol station *etc.*
- o Communal areas including parking spaces, access roads, sidewalks, park and play area.

Development of 1001 to 3000 dwelling units—

- o Adequate educational facilities for the anticipated school age population.
- o Space for commercial, cultural and social activities at the rate of approximately 10 square metre per family.
- o A small administrative centre e.g. government office.
- o Communal areas including parks, playgrounds, parking spaces, sidewalk *etc.*
- o A church.
- o A sport field.

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.

FIFTH SCHEDULE, *contd.*APPENDIX 24, *contd.*

The introduction of industrial scale natural gas for fuelling power plants in Jamaica will therefore require the construction of Natural Gas/ Liquefied Natural Gas specific handling; storage and distribution infrastructure in the island. An LNG satellite plant is one of the most common components used to facilitate the use of Natural Gas by new consumers. The development must guarantee the stability, safety and permanence in the supply of natural gas. In addition, the development of the natural gas sector must be designed and operated to comply with Jamaica's environmental policies, legislations, regulations and standards. It will be necessary to develop a regulatory framework in order to meet the minimum environmental health, safety and quality standards to receive, store and supply fuel.

1. Guidelines—

- (i) the natural gas flows from the plant to the consumers in the gaseous phase by pipelines. The routing of such pipeline must be clearly identified by the installation of signs on the ground. Concrete or metallic posts with an identification plate must be installed in compliance with the following requirements:
 - Each post must be distinctively visible from their immediate neighbour.
 - The maximum distance between each post must be 200 meters.
- (ii) the depth of the trench where the gas pipeline is to be buried must be more than 0.8 metres from the top of the soil to the upper side of the pipe. When the pipeline crosses any other underground infrastructure, the depth must be increased to at least 1.4 metres. 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.

FIFTH SCHEDULE, *contd.*APPENDIX 24, *contd.*

- (v) when the gas pipeline is in proximity to an overhead power line with metallic towers, the distance to the towers must be at least 5 meters. In addition, a detailed dedicated report assessing the influence between both installations must be prepared.

The Site—

- (i) the LNG Company must own the property or have an agreement in place for using the plot of land for this purpose for the minimum period of 20 years.
- (ii) the land on which the LNG satellite plant or Regasification Terminal is to be constructed must be flat, with a minimum gradient to avoid the formation of puddles from rain. The design of slopes and trenches is to be carried out to take this into account.
- (iii) a control center, warehouse and other auxiliary buildings are necessary in the construction and operation of a Storage and Regasification Terminal and the erection of these must conform to the Planning and Building Laws of Jamaica.
- (iv) provisions must be made for the effective management of waste generated during the operations and maintenance of the facility. It will be necessary for the segregation of different types of waste such as waste oils and oily rags used during maintenance.
- (v) aesthetic impacts must be assessed with considerations given to the efficient use of land and the aesthetic impact on the surroundings being taken into account.
- (vi) all LNG storage tanks must be equipped with some form of secondary containment with the height and thickness necessary to ensure that all leaks or spills are effectively contained. This may take the form of impoundment or bounded areas which must be separated from the tank by at least 1.5 meters to permit access of a person. The impounding area of every tank must be constructed with a volume that is equal to that of the tank. The distance between two walls must be at least 4 meters to allow vehicular traffic.
- (vii) the plant must be located in an isolated area . Safe distances from other facilities and setback limits must be taken into account in the design of the facility to avoid transmitting accidental fires to other equipment. It will also be necessary to maintain distances between equipment and property lines to respect the requirements of restricted covenants imposed on the land and adjacent to the lands.

FIFTH SCHEDULE, *contd.*APPENDIX 24, *contd.*

2. Standards—

These are intended to ensure that the plant is functionally and aesthetically compatible with adjacent users.

Access

- (i) site access must be exclusive for the installation from the nearest road and must be designed for tanker trucks with a length in excess of 15 meters.
- (ii) site access must permit the movement and circulation of two trucks simultaneously and space must be available for manoeuvring and positioning the trucks to connect to the tanks.
- (iii) a metal fence or building walls must be installed around the plant to restrict the access of non-authorized persons. Access should only be through a secured gate entrance with permission being required from a control centre to open the gate and all entrances and exits being recorded.

Parking

- (i) a parking area for other vehicles must be constructed in an area that does not disturb the operations of the cistern trucks, and, be made available for staff and visitors and be in accordance with the standards set out in this Order.
- (ii) the parking area must not disturb pedestrian and vehicular traffic entering and exiting the plant.

Setbacks

- (i) the minimum safety distances from tanks to property lines will be 0.7 times the container diameter, but not less than 30 meters.
- (ii) no overhead or underground facility or public service infrastructure must cross the LNG Plant.

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.

FIFTH SCHEDULE, *contd.*APPENDIX 24, *contd.*

- (iii) for LNG storage capacity greater than 450 m³, a water system may be installed to water the high part of the tanks to avoid fire. If the plant does not have access to a regular water supply it must be equipped with a water reservoir that can deliver 2 hours of water supply at a sufficient rate of 3 litre/min/m² in case of fire.
- (iv) an odourisation system must be installed to odorize the natural gas before it leaves the plant.
- (v) the plant must be equipped with extinguishers in the tank zone and in the vaporizer zone and this should be done in association with the Fire Department.

Landscaping

- (i) landscape proposals prepared by a Landscape Architect showing a scheme of hard and soft landscaping should be submitted along with the application for the proposed development.
- (ii) the design must include a landscaped open area, 3 meters wide along the property boundary,
- (iii) landscaping including trees or shrub planting and suitable screening surrounding the plant may be required to integrate the facility into the local environment.

Drainage

- (i) rain water in the impoundment areas must be extracted by pumps or holes in the wall which must be closed immediately after the water is removed.
- (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.

FIFTH SCHEDULE, *contd.*APPENDIX 24, *contd.*

- (ii) The most suitable and efficient design must be selected in connecting the gas pipeline to the plant at the consumption point.
 - (iii) Proposals for the installation of STORAGE and REGASIFICATION TERMINAL must include an Environmental Impact Assessment done in accordance with the requirements of the Natural Resources Conservation Authority. This should include assessment of the site for the potential for negative impact on water, soil and air for potential impacts on flora and fauna, the human society within the sphere of influence and any other potential impacts on the environment. The assessment must also include recommended mitigation techniques for the cited impacts. Preventative and protective measurements must be incorporated into the assessment along with a proposal for future assessments.
4. Safety Considerations—
- (i) The main hazard is due to the flammable nature of the LNG and the NG which both burn when exposed directly to an ignition process. Fire protection systems must be designed to protect all the processes and areas at the facilities.
 - (ii) If there is a leak without the incidence of ignition then the natural gas will be diluted by the air. Therefore a safety area around the facility that allows for sufficient dilution of the natural gas must be established to minimize any effects a leak may have on other surrounding infrastructure.

FIFTH SCHEDULE, *contd.*

LIST OF FIGURES

FIGURE 1

DENSITY, HEIGHT AND LOT COVERAGE FOR MAJOR LAND USES

Major Use which is specified	Maximum Permissible Floor Area Ratio	Maximum Plot coverage (% of net area)	Maximum Permissible Height (No. of stories above frontage)	Minimum Green Spaces Required within Net Plot Area (%)
RESIDENTIAL (Maximum Habitable Rooms per Hectares)				
Single Family Residential	0.50	50	To be determined by Planning Authority	45
3—75 habitable rooms per ha.	0.33	33 ¹ / ₃	2	33 ¹ / ₃
75—125 habitable rooms per ha.	0.50	33 ¹ / ₃	4	33 ¹ / ₃
126—250 habitable rooms per ha.	0.66	33 ¹ / ₃	6	33 ¹ / ₃
251—375 habitable rooms per ha.	1.00	33 ¹ / ₃	10	33 ¹ / ₃
COMMERCIAL				
General Commercial in Business Centres	1.00	50	2	20
OFFICE				
Office in Business Centres	2.00	50	10	20
Office in Other Areas	0.50 or as indicated in the policy Guidelines for the area	33 ¹ / ₃	2	33 ¹ / ₃
Industrial	0.50	33 ¹ / ₃	2	33 ¹ / ₃
Institutional	0.66	33 ¹ / ₃	3	50

FIFTH SCHEDULE, *contd.*Figure 1, *contd.*

NOTE:

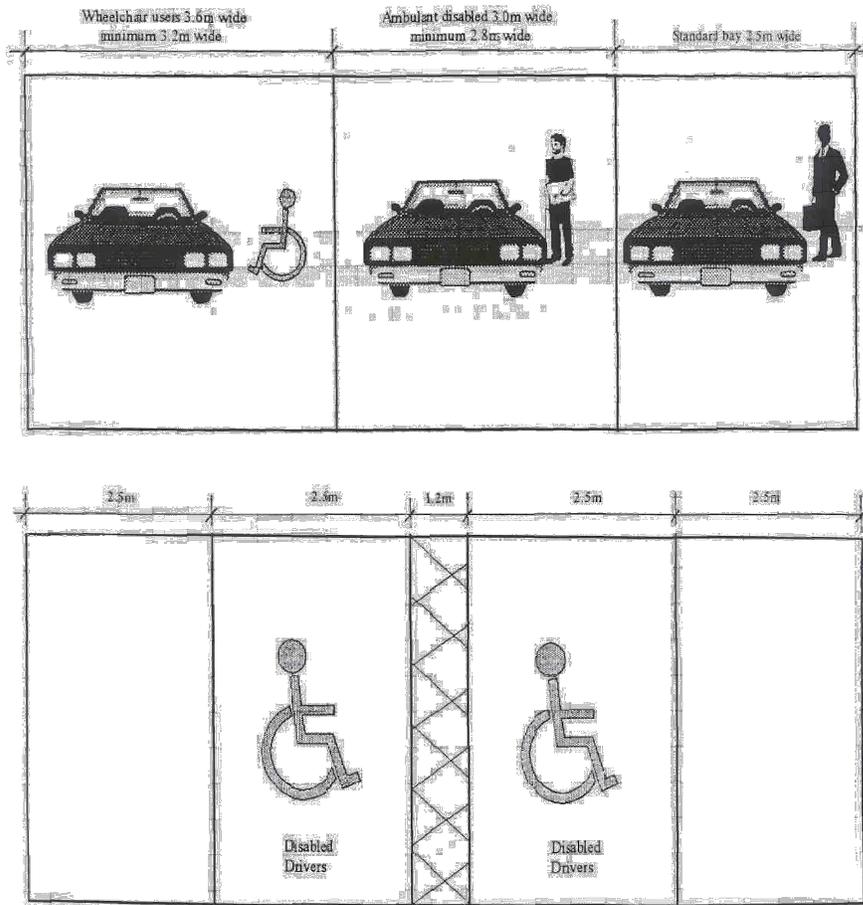
1. Floor area ratio and height of a building will be used to control the quantity of floor space proposed by a development. This is necessary to avoid the over development of a site which could result in excessive strain on the infrastructure in an area.
2. It is not necessary that all the developments should meet the proposed floor area ratio level indicated as this is a maximum and not a minimum.
3. Where a residential and a non-residential use occupy different sections of a site, the floor area ratio and residential density will be calculated in relation to the portion of the site occupied by each.
4. Where both uses are combined in the same building the residential density will be calculated after subtraction of the area needed to accommodate the non-residential development at the normal maximum plot area ratio or *vice versa*.
5. The maximum plot coverage for commercial and office buildings may be varied by the Planning Authorities.

FIFTH SCHEDULE, *contd.*

FIGURE 2

PARKING FOR DISABLED

To allow for assisted wheelchair users the preferred width of special spaces allocated for disabled drivers is 3.60m, minimum 3.20m. To allow for ambulant disabled people the preferred width of parking spaces is 3.00m, minimum 2.80m. While manoeuvring space may be tight, a width of 3.00m will in practice, cater for independent wheelchair users.

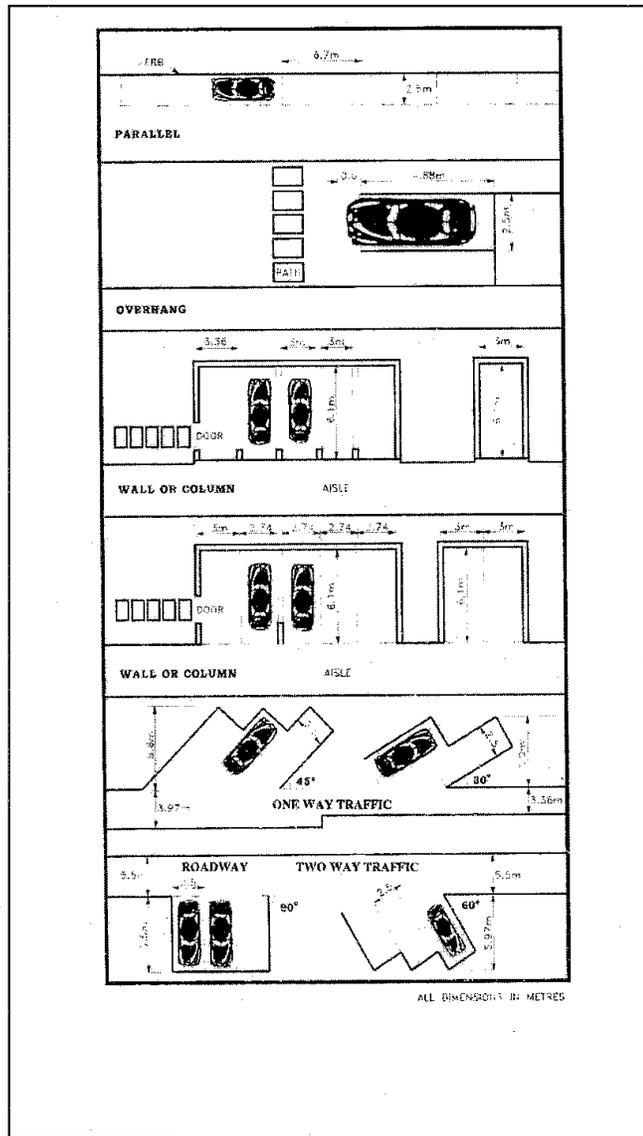


Where adjacent spaces are reserved for disabled drivers, an access area 1.20m wide may be marked on the ground to indicate that cars should be parked to either side. This will allow for access on one side to the driver’s door of a car, and on other to the passenger’s door. Car parking spaces for use by disabled people should be suitably signposted. To deter non-disabled drivers from using the spaces, the international symbol may be painted on the ground, with the legend “Disabled Driver”.

FIFTH SCHEDULE, *contd.*

FIGURE 3

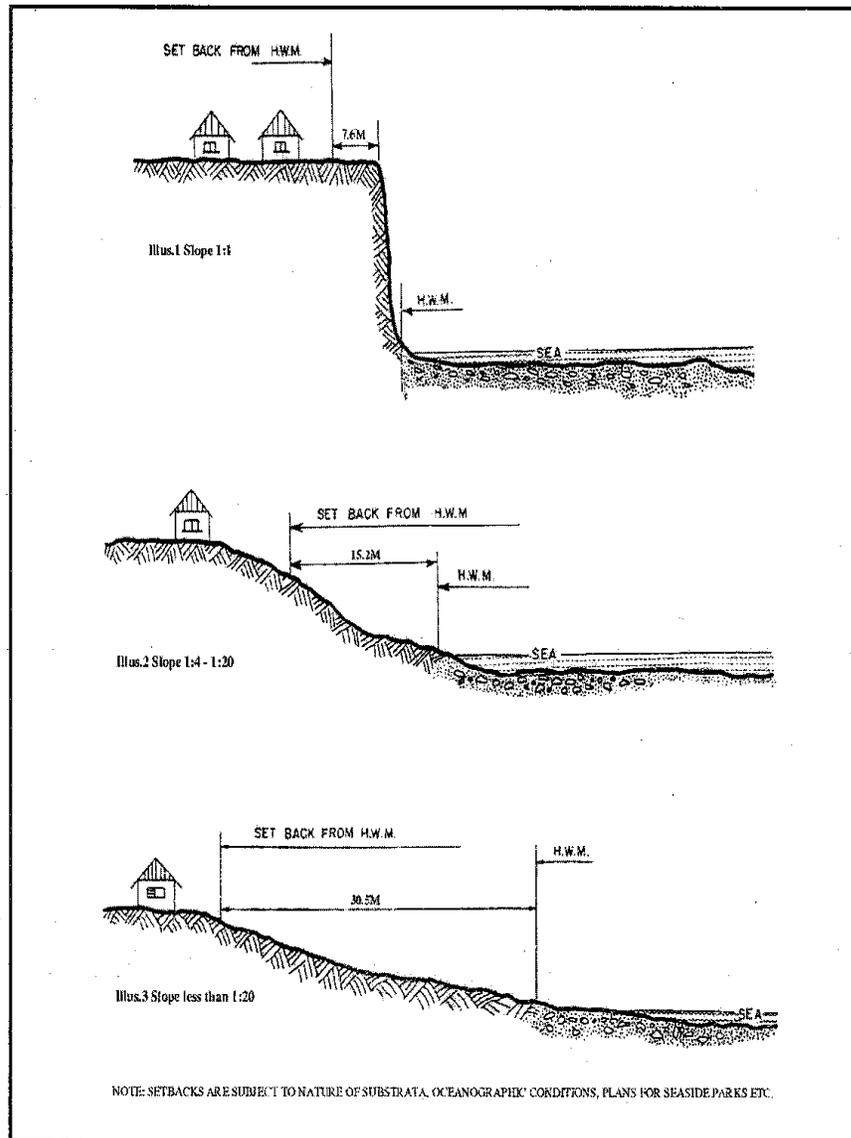
PARKING LAYOUT



FIFTH SCHEDULE, *contd.*

FIGURE 4

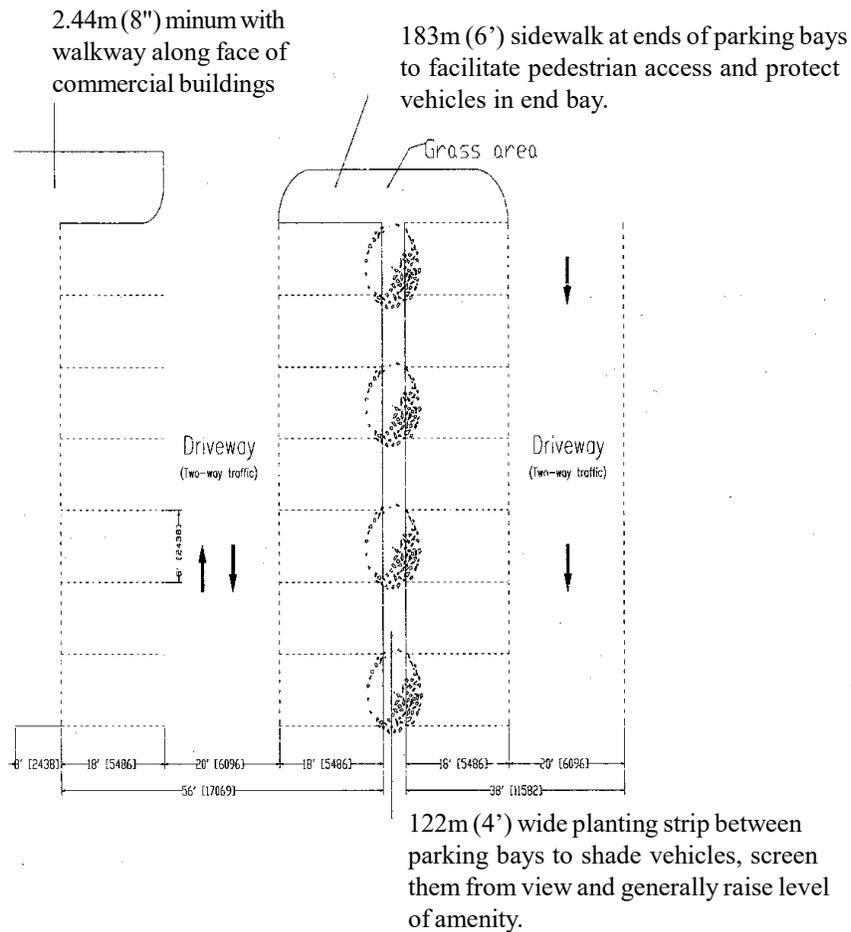
SETBACKS FROM HIGH WATERMARK



FIFTH SCHEDULE, *contd.*

FIGURE 5

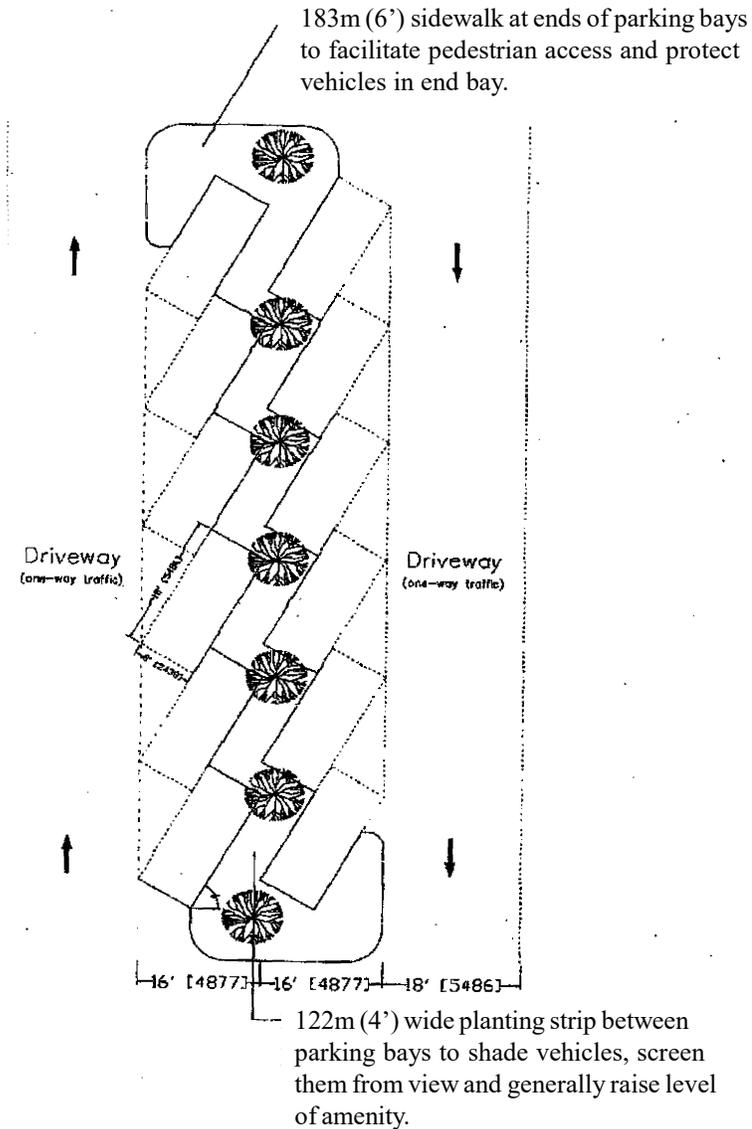
PARKING STANDARDS

90 degrees—*Angled parking design Showing Landscaping*

FIFTH SCHEDULE, *contd.*

PARKING STANDARDS

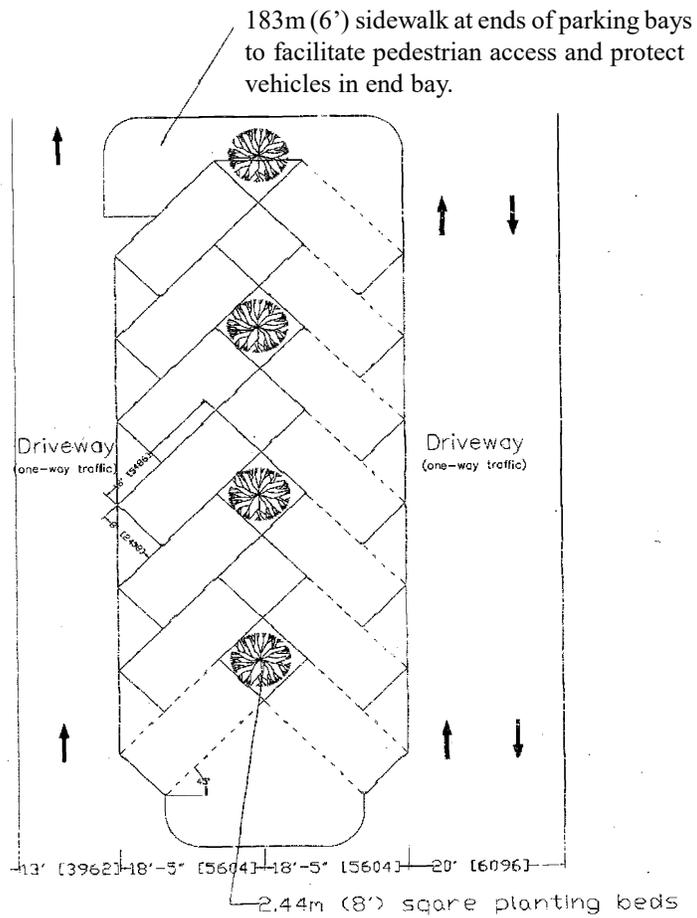
60 degrees—*Angled parking design (double bay) Showing Landscaping*



FIFTH SCHEDULE, *contd.*

PARKING STANDARDS

45 degrees—*Angled parking design (double bay) Showing Landscaping*

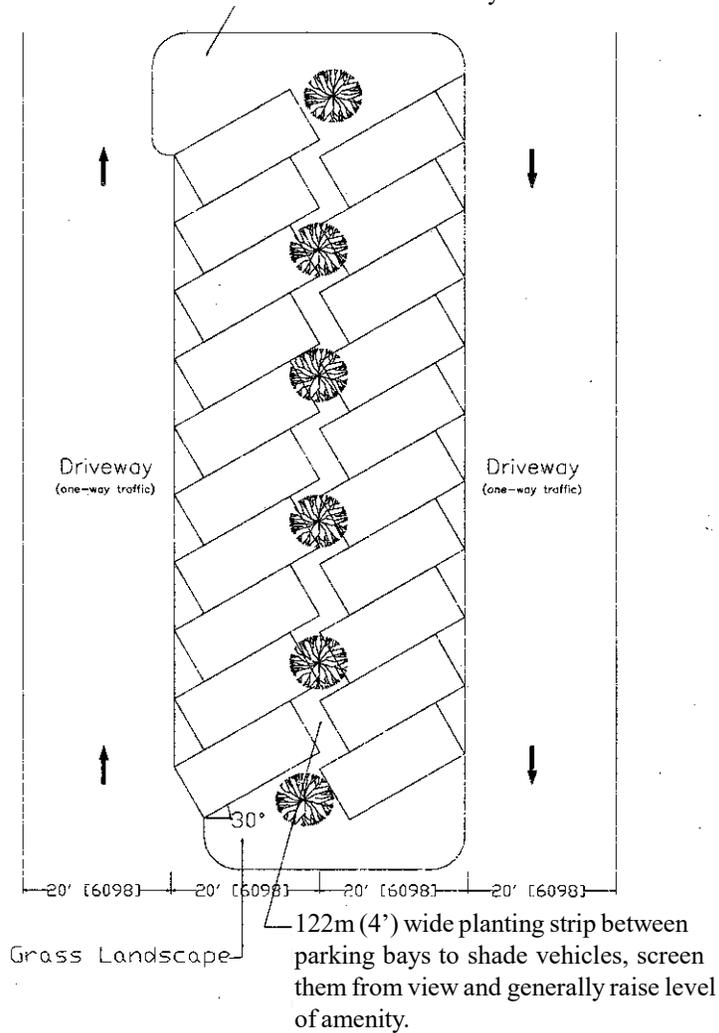


FIFTH SCHEDULE, *contd.*

PARKING STANDARDS

30 degrees—*Angled parking design (double bay) Showing Landscaping*

183m (6') sidewalk at ends of parking bays to facilitate pedestrian access and protect vehicles in end bay.



FIFTH SCHEDULE, *contd.*

LIST OF ABBREVIATIONS

B	Bath Local Planning Area
C	Conservation of the Natural and Built Environment
CA	Control of Advertisements
CV	Cedar Valley Local Planning Area
E	Energy Conservation
GD	General Development Policies
GDD	Golden Grove/Duckenfield/Dalvey Local Planning Area
H	Housing
L	Llandewey-Easington Local Planning Area
LPA	Local Planning Area
M	Minerals
MB	Morant Bay Local Planning Area
OBJ	Objectives
PFS	Petrol Filling Station
PM	Port Morant Local Planning Area
RAP	Rural Area Policies
RE	Rural Economy
S	Seaforth Local Planning Area
SA	Social Amenities
SP	Sectoral Policies
SUE	Sub Urban Economy
TELE	Telecommunication
TO	Tourism
T	Transportation and Traffic
TV	Trinity Ville Local Planning Area
UC	Undeveloped Coast
UE	Urban Economy
WT	Waste Treatment and Disposal
Y	Yallahs Local Planning Area

FIFTH SCHEDULE, *contd.*

ACKNOWLEDGEMENTS

The Town and Country Planning Authority would like to thank the many persons, Organizations, Institutions, Departments and Ministries for their input to this Development Order. Although it is not possible to recognize all contributions special mention is made of the following:—

- (1) The Jamaica Urban Transit Company
- (2) Housing Agency of Jamaica
- (3) Jamaica National Heritage Trust; 79 Duke St., Kingston
- (4) Ministry of Agriculture and Lands; The National Minerals Policy (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 1 Section 1—Planning and Development—Chapter 2.
- (8) National Environment and Planning Agency
- (9) The Water Resources Authority
- (10) The National Land Agency; Topographic Base Maps and Land Parcels
- (11) National Solid Waste Management Authority; 61 Half Way Tree Rd.; Kingston 10.
- (12) Office of the Prime Minister; Development Planning Unit
- (13) The Municipal Corporation; Saint Thomas
- (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, Saint Thomas.
- (17) The Statistical Institute of Jamaica (STATIN); Statistical Data (including Enumeration Districts)
- (18) The Town and Country Planning Authority; the Town and Country Planning (Saint Thomas Coast) Confirm Development Order 1965.
- (19) The Mines and Geology Department

FIFTH SCHEDULE, *contd.*

- (20) The Community Based Organization and other Stakeholders in the Parish of Saint Thomas
- (21) Wikipedia, the free encyclopedia
- (22) The Social Development Commission
- (23) Energy Efficiency in Jamaica—Report from Global Energy Workshop, United States Energy Association (USEA) and United States Agency for International Development (USAID)—March 6—13, 2010.

FIFTH SCHEDULE, *contd.*

LIST OF MAPS

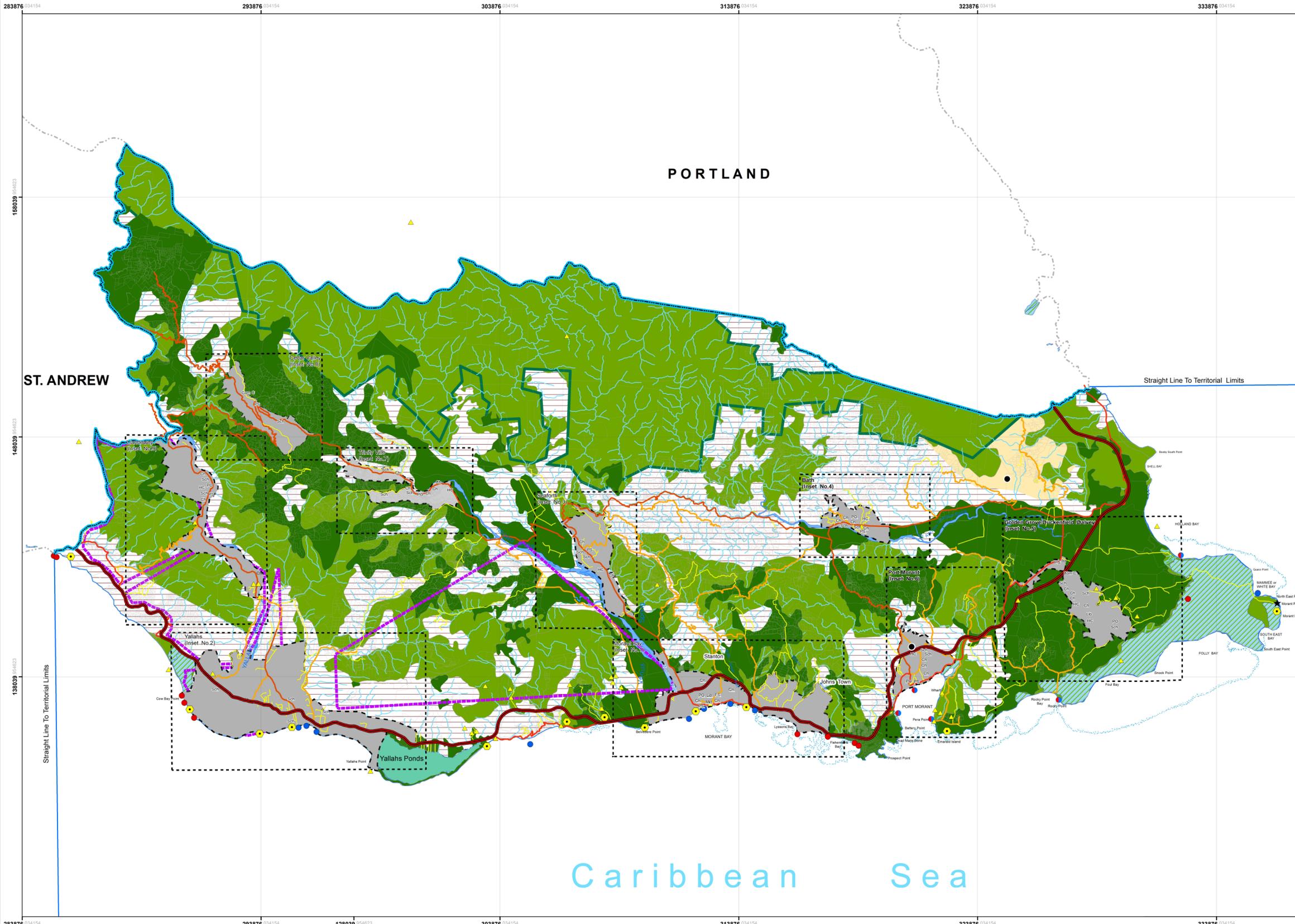
Saint Thomas Parish Development Order Area Map	Map 1
Morant Bay Local Planning Area	Inset No. 1
Yallahs Local Planning Area	Inset No. 2
Seaforth Local Planning Area	Inset No. 3
Bath Local Planning Area	Inset No. 4
Golden Grove/Duckenfield/Dalvey Local Planning Area	Inset No. 5
Port Morant Local Planning Area	Inset No. 6
Trinity Ville Local Planning Area	Inset No. 7
Cedar Valley Local Planning Area	Inset No. 8
Llandewey-Easington Local Planning Area	Inset No. 9
Saint Thomas Density Map	Map 2

Dated at 10 Caledonia Avenue, Kingston 5, this 18th day of May, 2018.

DANVILLE WALKER, O.J., J.P.
Chairman
Town and Country Planning Authority.

ST. THOMAS PARISH DEVELOPMENT ORDER AREA

MAP 1



LEGEND

- Proposed South Coast Highway Alignment
- Road Class A
- Road Class B
- Road Class C
- Road Other
- Coastline
- River/Watercourse
- - - Reef
- Development Order Area Boundary
- Heritage Site/Monument
- ★ Point of Interest
- Cave
- Bathing Beach
- Fishing and Bathing Beach
- Fishing Beach
- Seaside Park
- Rural Development Area
- Local Planning Area Inset Boundary
- Local Planning Area Boundary
- Parcel Boundary
- Blue and John Crow Mtn. National Park
- Quarry Zone
- Agricultural
- Forest Reserve
- Limestone Filler -Whiting
- Pond/Waterbody
- Wetland

ABBREVIATIONS

Ch	Church
Ct. H	Court House
Com C	Community Centre
C.S	Cell Site
F.S	Fire Station
H.C	Health Care
Lib	Library
Mkt	Market
P.C.R	Parish Council Road
PO	Post Office
PS	Police Station
Rd	Road
Sch	School

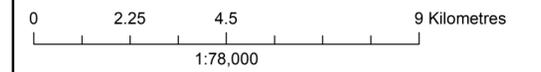
Index to Policies

General Development	GD 1 - GD 61
Transportation and Traffic	SP T1 - SP T57
Housing	SP H1 - SP H 21
Conservation of Natural and Built Environment	SP C1 - SP C 51
Rural Economy	SP RE1 - SP RE 22
Urban Economy	SP UE1 - SP UE 30
Mineral	SP M1 - SP M 7
Waste Treatment & Disposal	SP WT1 - SP WT19
Energy Generation and Conservation	SP E1 - SP E 11
Tourism	SP TO 1 - SP TO 18
Telecommunication	SP TELE 1 - SP TELE 20
Undeveloped Coast	UC 1 - UC 8
Developed Coast	DC 1 - DC 2
Coastal Development	CD1 - CD 9
Rural Area Policies	RAP 1 - RAP 25
Petrol and Oil Filling Stations	PFS 1 - PFS 7
Control of Advertisement	CA 1 - CA 2

The numbers refer to policies in the text of the St. Thomas Parish Development Order and apply throughout the St. Thomas Parish Development Order Area Map 1.

In the Coastal Area Undeveloped Coast policies are applicable where relevant along the Undeveloped Coast.

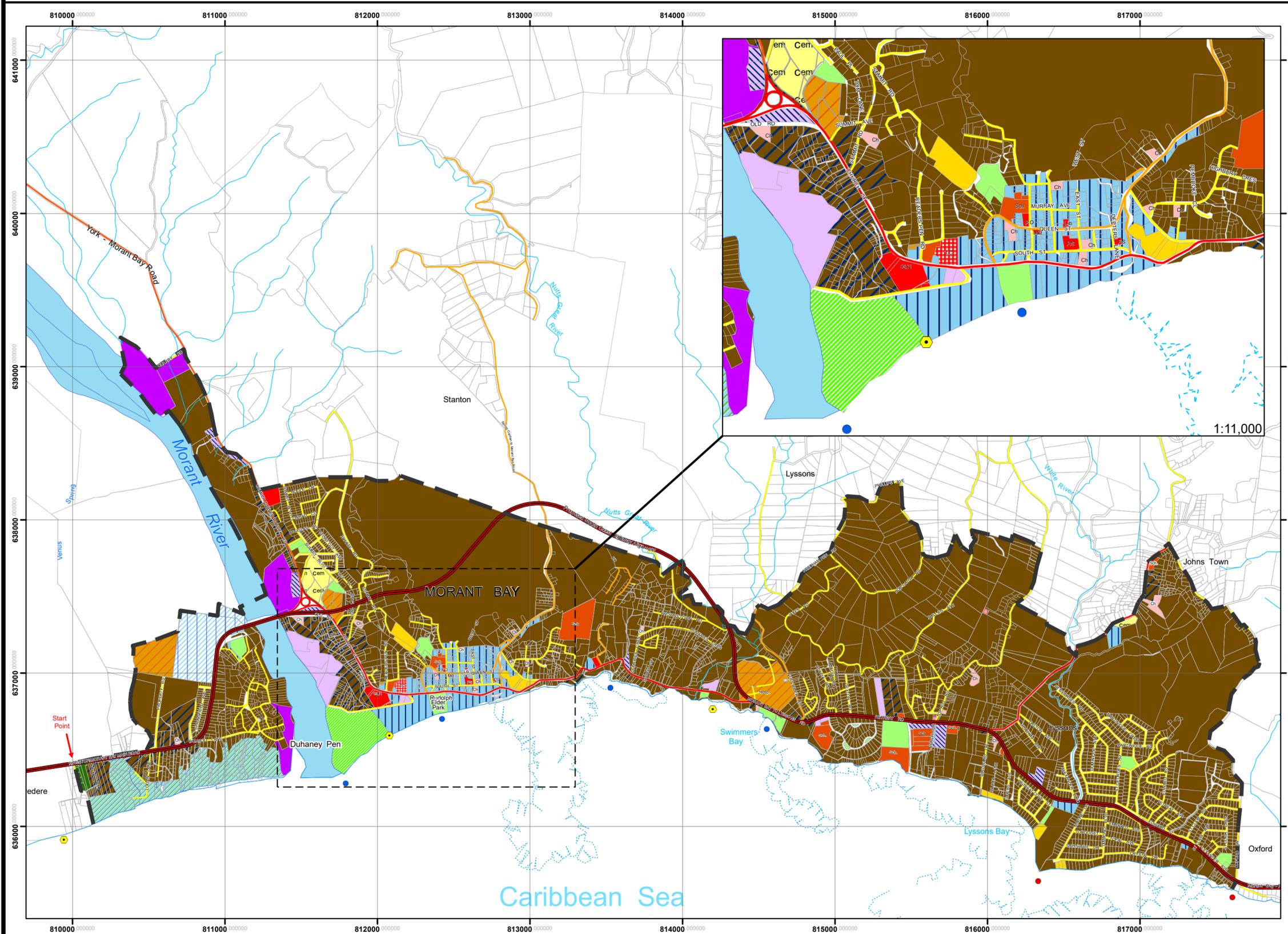
In areas outside growth centres identified in the St. Thomas Parish Development Order Rural Area Policies are applicable.



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 10 & 11 Caledonia Avenue, Kingston 5.
 Prepared for: The Town and Country Planning Authority
 May 2018

ST. THOMAS PARISH DEVELOPMENT ORDER

MORANT BAY LOCAL PLANNING AREA LAND USE PROPOSALS (Inset No.1)



LEGEND

- Proposed South Coast Highway Alignment
- Road Class A
- Road Class B
- Road Class C
- Road Other
- Bathing Beach
- Fishing Beach
- Seaside Park
- Coastline
- River/Watercourse
- Reef
- Morant Bay Local Planning Area Boundary
- Parcel Boundary

ABBREVIATIONS

Ch	Church
C.S	Cell Site
Ct.H	Court House
FS	Fire Station
Hosp	Hospital
Lib	Library
Mkt	Market
P.C.R	Parish Council Road
P.O	Post Office
P.S	Police Station
Rd	Road
Sch	School
T.C	Transportation Centre

PROPOSALS

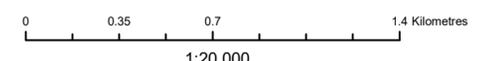
- Agricultural
- Cemetery/Crematoria
- Educational
- Government Purposes & Statutory Undertakings
- Industry - Heavy
- Industry -Light
- Industry -Light/Commercial
- Institutional
- Mixed Use (Office/ Industry - Light/Commercial)
- Office/Commercial
- Open Space - Public
- Public Assembly
- Recreational
- Residential
- Residential/Commercial
- Resort
- Transportation Centre
- Utility - Cell Site
- Utility - Substation
- Wetland

POLICIES

- MB RE1 - MB RE 3: SP RE22
- MB SA7 - MB SA8
- MB SA6
- MB SA4 - MB SA5
- MB SA1, MB SA3
- MB H1 - MB H13
- MB T1- T3, MB T12

The numbers and letters refer to policies in the St. Thomas Parish Development Order. The following policies apply throughout the Morant Bay Local Planning Area (Inset No.1)

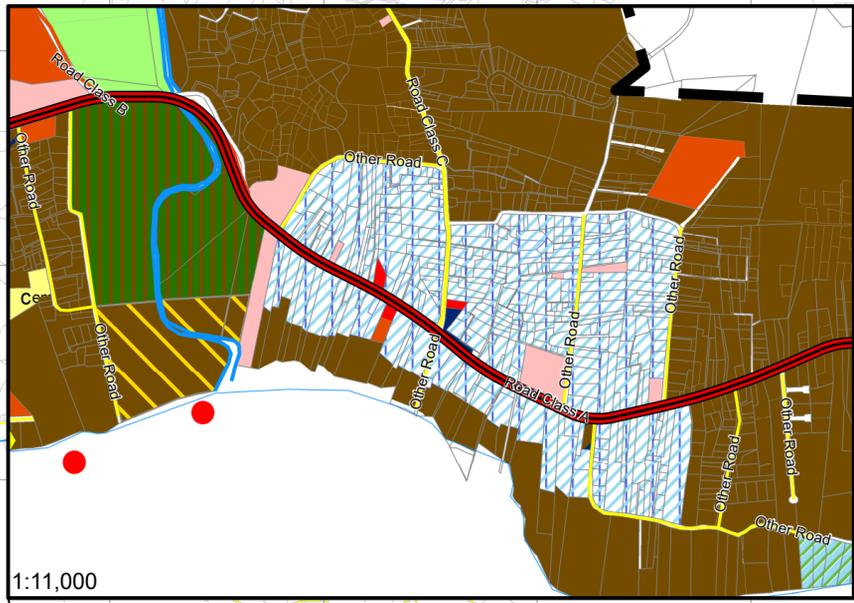
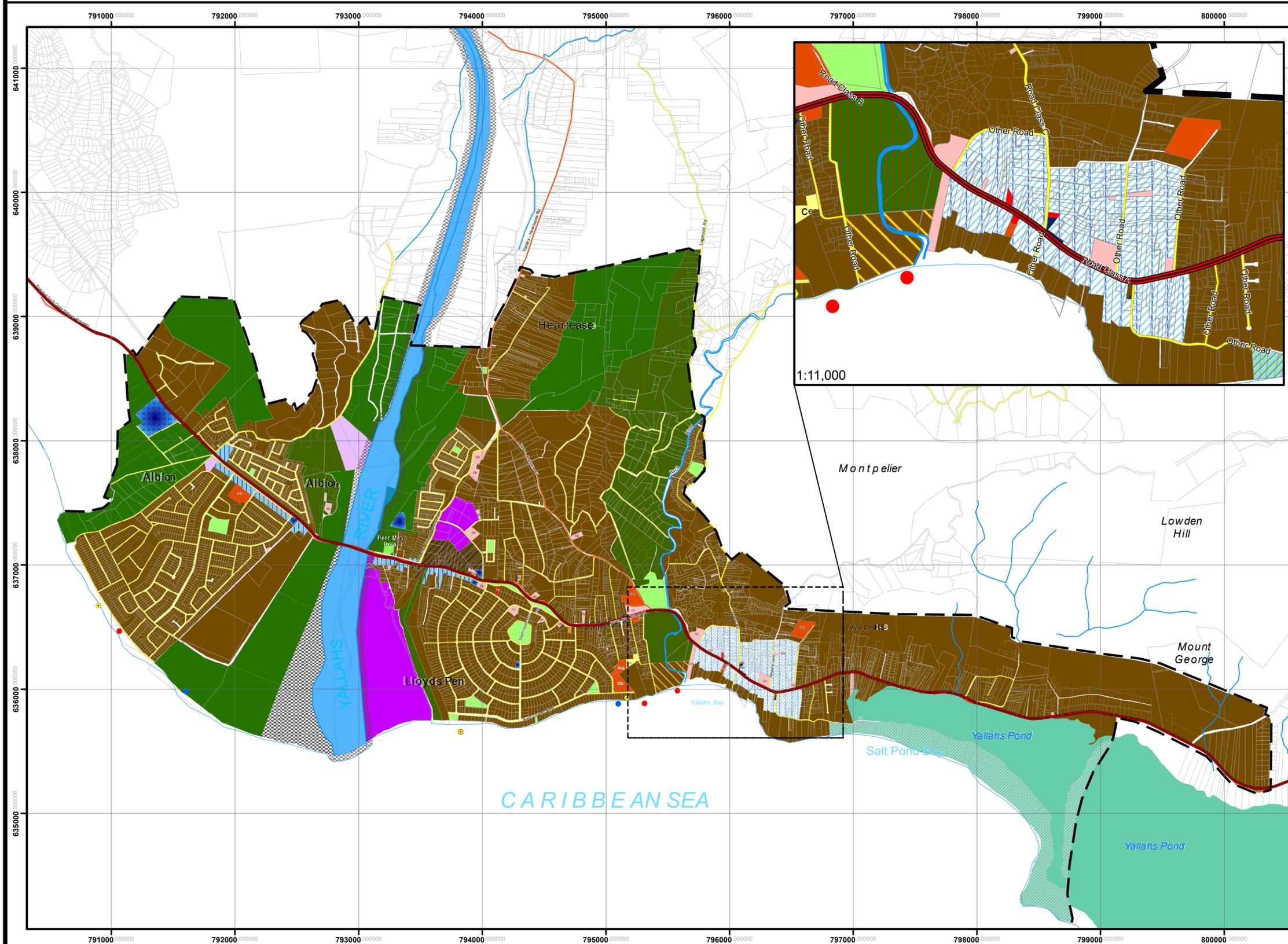
SP T1 - SP T55; SP H5 - SP H21; SP C1 - SP C9, SP C11 - SP C30, SP C32 - SP C51; SP RE6 - SP RE15, SP RE18 - SP RE21; SP UE1- SP UE 30; SP M1 - SP M6; SP WT1 - SP WT19; SP E1 - SP E11; SP TO1 - SP TO18; SP TELE1 - SP TELE 20; GD 2 - GD 48, GD 50 - GD 52, GD 58 - GD 61; UC 1 - UC 8; DC 1 - DC 2; CD 1 - CD 8; PFS 1 - PFS 7; CA 1 - CA 2; RAP 4 - RAP 6, RAP 16 - RAP 25



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Prepared for: The Town and Country Planning Authority
May 2018

ST. THOMAS PARISH DEVELOPMENT ORDER

YALLAHS LOCAL PLANNING AREA LAND USE PROPOSALS (Inset No.2)



LEGEND

- Proposed South Coast Highway Alignment
- Road Class
- Road Class B
- Road Class C
- Road Other
- Coastline
- River/Watercourse
- Beach (Host International Surfing Events)
- Fishing Beach
- Seaside Park
- No Build Zone
- Yallahs Local Planning Area Boundary
- Parcel Boundary
- Yallahs Pond

ABBREVIATIONS

- | | |
|-------|---------------------|
| Ch | Church |
| Ct H | Court House |
| HC | Health Centre |
| Mkt | Library |
| Lib | Market |
| P.C.R | Parish Council Road |
| PO | Post Office |
| PS | Police Station |
| Rd | Road |
| Sch | School |



PROPOSALS

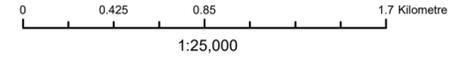
- Agricultural
- Cemetery/Crematoria
- Commercial
- Commercial/ Industry - Light
- Educational
- Government Purposes and Statutory undertakings
- Industry - Heavy
- Industry - Light
- Institutional
- Office/Commercial
- Open Space - Public
- Public Assembly
- Recreational
- Residential
- Residential/Agricultural
- Residential/Commercial
- Mixed Use (Residential/Commercial/Office/ Industry - Light)
- Resort/Recreational
- Utility- Sewage Pond
- Utility-Pump Station
- Wetland

POLICIES

- SP RE22
- Y SA 9
- Y UE 2 - Y UE 5
- Y SA 1, Y SA 3- Y SA 4
- Y UE 10, Y SA 2, Y H 1 - YH 10
- YC 3, YC 4, YC 5, YC 6

The numbers refer to policies in the text of the St. Thomas Parish Development Order. The following policies apply throughout the Yallahs Local Planning Area (Inset No.2).

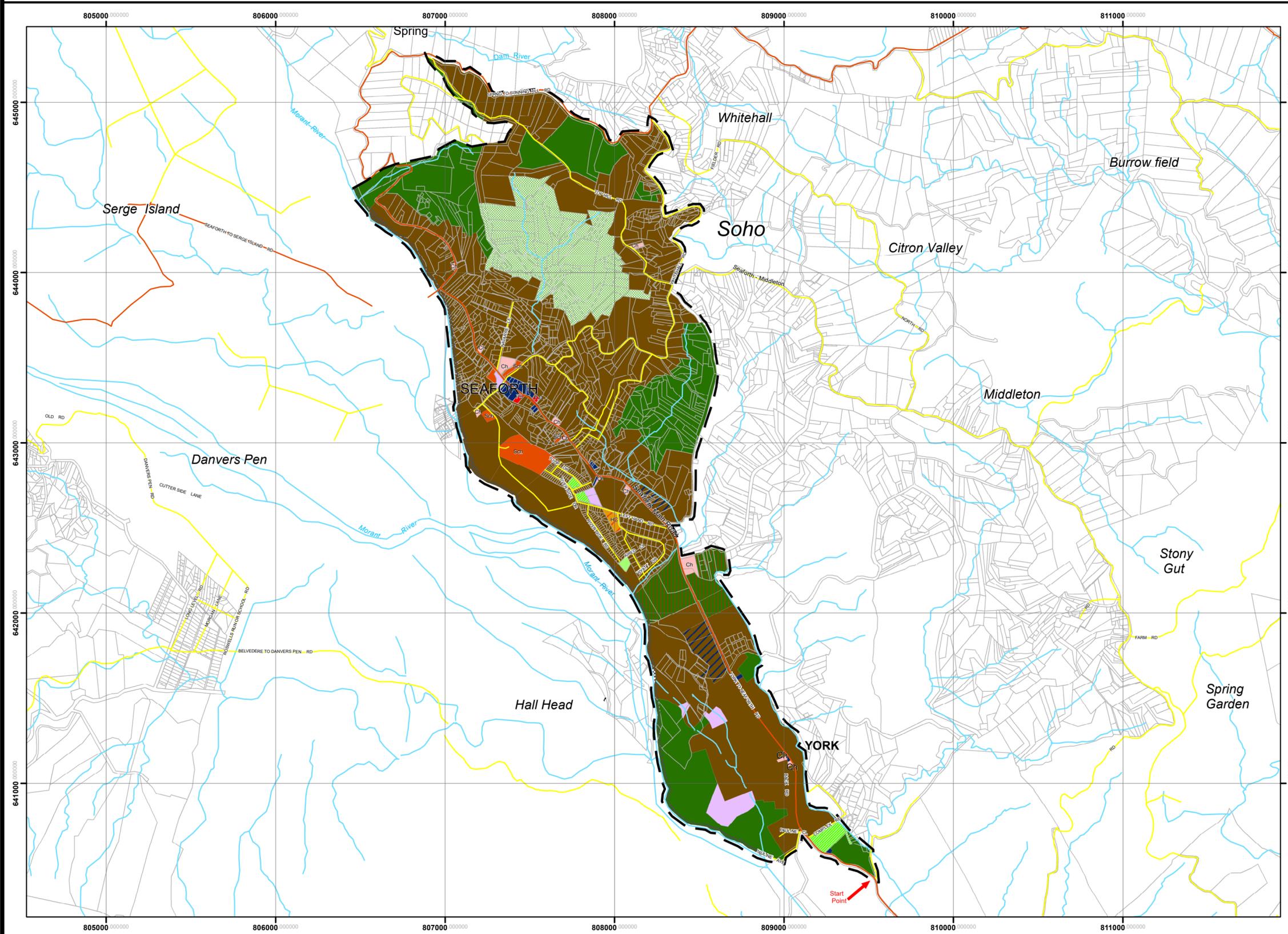
- SP C1, SP C3-4, SP C13-16, SP C18-19, SP C24-28, SP H1, SP H12-13, SP M1-2, SP M6, SP T3, SP T18, SP T19, SP T26, SP T28, SP T49-52, SP RE1, SP RE6, SP RE8, SP RE16, SP RE19, SP RE22-23, SP WT2, SP WT4, SP WT6, SP WT8-9.



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 Prepared For : The Town & Country Planning Authority
 May 2018

ST.THOMAS PARISH DEVELOPMENT ORDER

SEAFORTH LOCAL PLANNING AREA LAND USE PROPOSALS (Inset No.3)



LEGEND

- Road Class A
- Road Class B
- Road Class C
- Road Other
- River/Watercourse
- 50 Metre River Buffer /No Build Zone
- Seaforth Local Planning Area Boundary
- Parcel Boundary

ABBREVIATIONS

- Ch Church
- HC Health Centre
- P.C.R. Parish Council Road
- PO Post Office
- PS Police Station
- Sch School



PROPOSALS

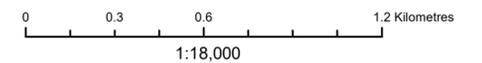
- Agricultural
- Commercial
- Educational
- Government Purposes & Statutory Undertakings
- Industry - Light
- Institutional
- Open Space -Public
- Public Assembly
- Recreational
- Residential
- Residential/Agricultural
- Residential/Commercial
- Conservation

POLICIES

- S RE1 -S RE6, S RE22
- S UE1 - S UE7
- S SA4
- S SA 6 - S SA7
- S H1 - SH 12
- S C1, S C5

The numbers and letters refer to policies in the St.Thomas Parish Development Order. The following policies apply throughout the Seaforth Local Planning Area (Inset No.3)

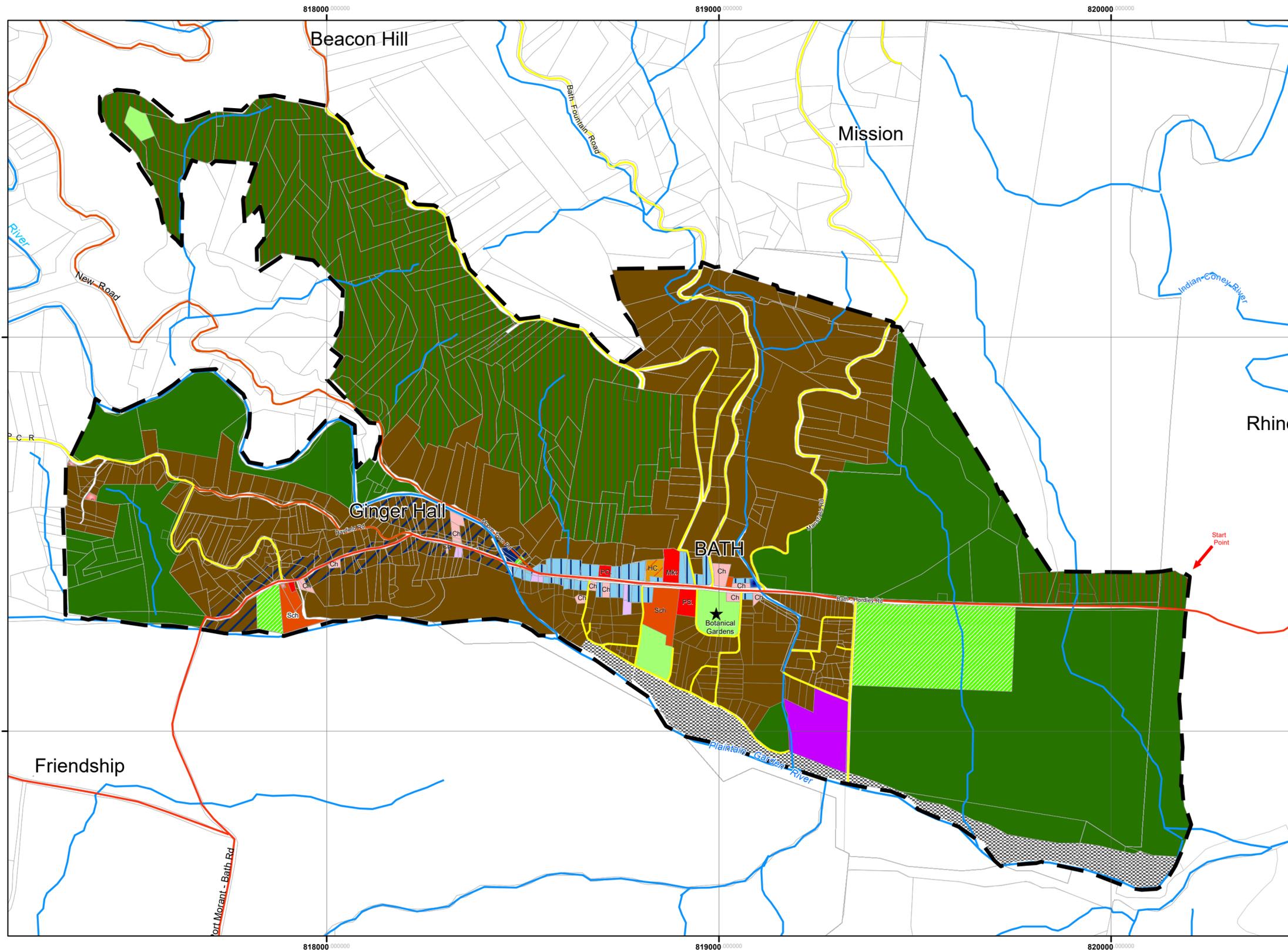
SP T1 - SP T4; SP T6 - SP T20 , SP T26 - SP T32, SP T39 - SPT49;
 SP H2, SP H6 - SP H21; SP C1, SP C11 - SP C30,SP C32 - SP C51
 SP C32 - SP C51; SP RE6- SP RE15, SP RE20 - SP RE21;
 SP UE2 - SP UE 27, SP UE30; SP M1 - SP M7; SP WT1,
 SP WT3 - SP WT11,
 SP WT13 - SP WT14, SP WT17-SP WT18; SP E1-SP E11;
 SP C31, SP T03-SP T011,
 SP T017- SP T018; SP TELE1-SP TELE 20; GD2-GD52,
 GD58-GD61; RAP4-RAP6,
 RAP16-RAP25; PF S1-PF S7; CA1-CA2.



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 May 2018

ST. THOMAS PARISH DEVELOPMENT ORDER

BATH LOCAL PLANNING AREA LAND USE PROPOSALS (Inset No.4)



LEGEND

- Road Class A
- Road Class B
- Road Other
- River/Watercourse
- ★ Point Of Interest
- Bath Local Planning Area Boundary
- Parcel Boundary
- No Build Zone

ABBREVIATIONS

- Ch Church
- CS Cell Site
- HC Health Centre
- Mkt Market
- P.C.R. Parish Council Road
- PO Post Office
- PS Police Station
- Rd Road
- Sch School



PROPOSALS

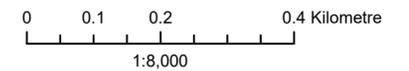
- Agricultural
- Commercial
- Educational
- Government Purposes & Statutory Undertakings
- Industry - Heavy
- Industry - Light
- Institutional
- Office/Commercial
- Open Space - Public
- Public Assembly
- Recreational
- Residential
- Residential/Agricultural
- Residential/Commercial
- Utility - Cell Site
- Utility - Pump House

POLICIES

- B RE 1-B RE 5; SP RE 22
- B UE4 - B UE5
- B SA 1, B SA4
- B SA1
- B WT1 - B WT2; B H1 - B H7; B UE4; B WS2

The numbers and letters refer to policies in the St. Thomas Parish Development Order. The following policies apply throughout the Bath Local Planning Area (Inset No. 4)

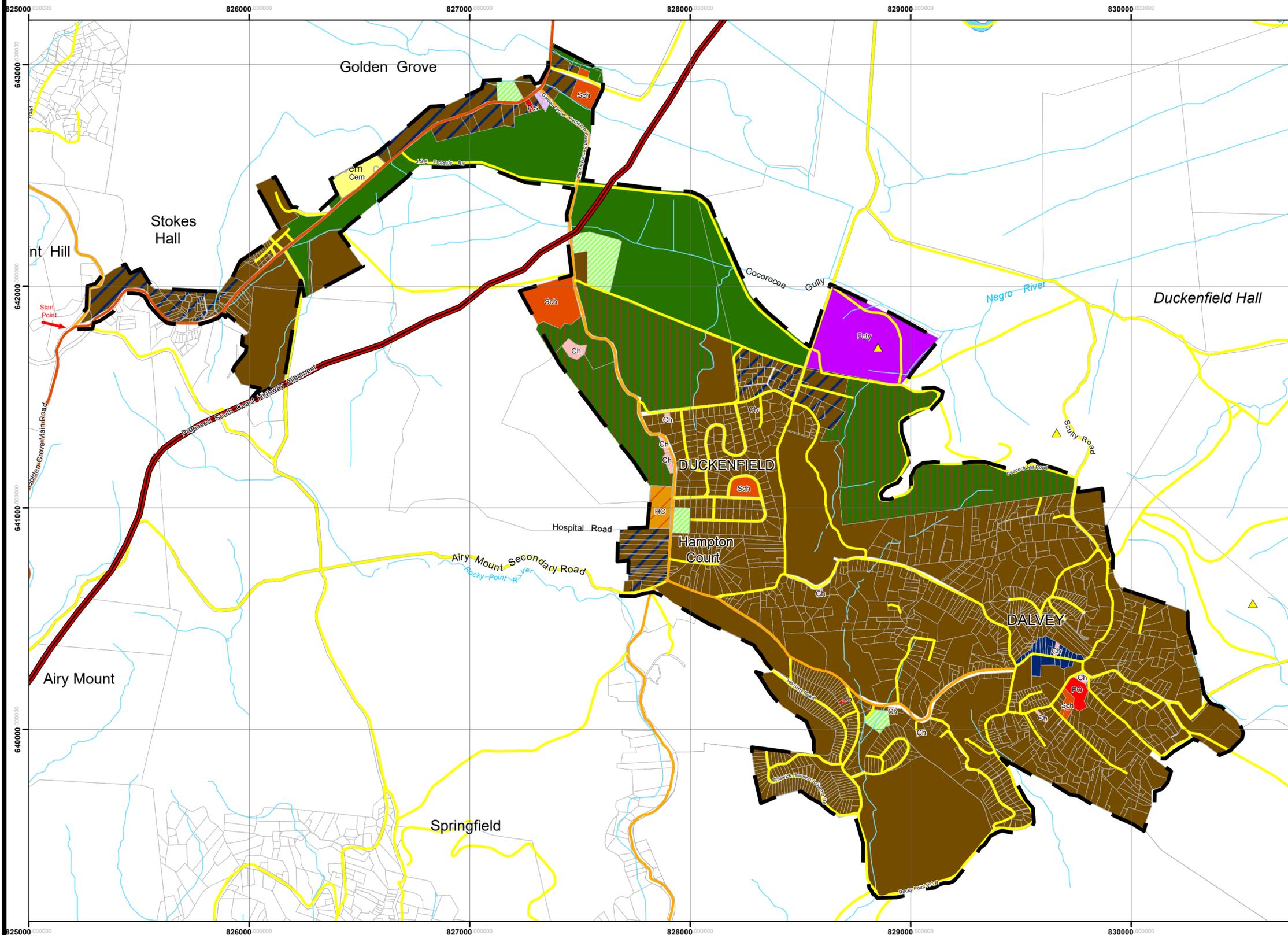
SP T1 – SP T4, SP T6 – SP T20, SP T26 – SP T32, SP T39 – SP T49; SP H2, SP H6 – SP H21; SP C1, SP C11 – SP C30, SP C32 – SP C51; SP RE6 – SP RE15, SP RE20 – SP RE21; SP UE2 – SP UE 27, SP UE 30; SP M1 – SP M7; SP WT1, SP WT3 – SP WT11, SP WT13 – SP WT14, SP WT17 – SP WT18; SP E1 – SP E11; SP TO3 – SP TO11, SP TO17 - SP TO18; SP TELE1 – SP TELE20; GD 2 – GD 52, GD 58 – GD 61; RAP 4 – RAP 6, RAP 16 – RAP 25; PFS 1 – PFS 7; CA 1 – CA 2.



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May 2018

ST. THOMAS PARISH DEVELOPMENT ORDER

GOLDEN GROVE/ DUCKENFIELD/ DALVEY LOCAL PLANNING AREA LAND USE PROPOSALS (Inset No.5)



LEGEND

- Proposed South Coast Highway Alignment
- Road Class
- Road Class B
- Road Class C
- Road Other
- River/ Watercourse
- Historic Site/Monument
- Golden Grove/Duckenfield/Dalvey Local Planning Area Boundary
- Parcel Boundary

ABBREVIATIONS

- | | |
|-------|---------------------|
| Ch | Church |
| Lib | Library |
| P.C.R | Parish Council Road |
| PO | Post Office |
| PS | Police Station |
| Sch | School |
| Rd | Road |
| HC | Health Centre |
| Fcty | Factory |

PROPOSALS

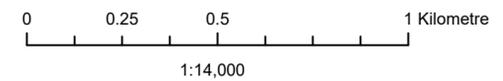
- Agricultural
- Cemetery/Crematoria
- Commercial
- Educational
- Government Purposes & Statutory Undertakings
- Industry - Heavy
- Industry - Light
- Institutional
- Public Assembly
- Recreational
- Residential
- Residential/Agricultural
- Residential/Commercial

POLICIES

- SPRE22, GDD RE 7- GDDRE 8
- GDD SA5 - GDD SA6
- GDD SA3 - GDD SA4
- GDD H1 - GDD H6
- GDD UE1 - GDD UE5; GDD WS2

The numbers and letters refer to policies in the St. Thomas Parish Development Order. The following policies apply throughout the Golden Grove/Duckenfield/Dalvey Local Planning Area (Inset No.5)

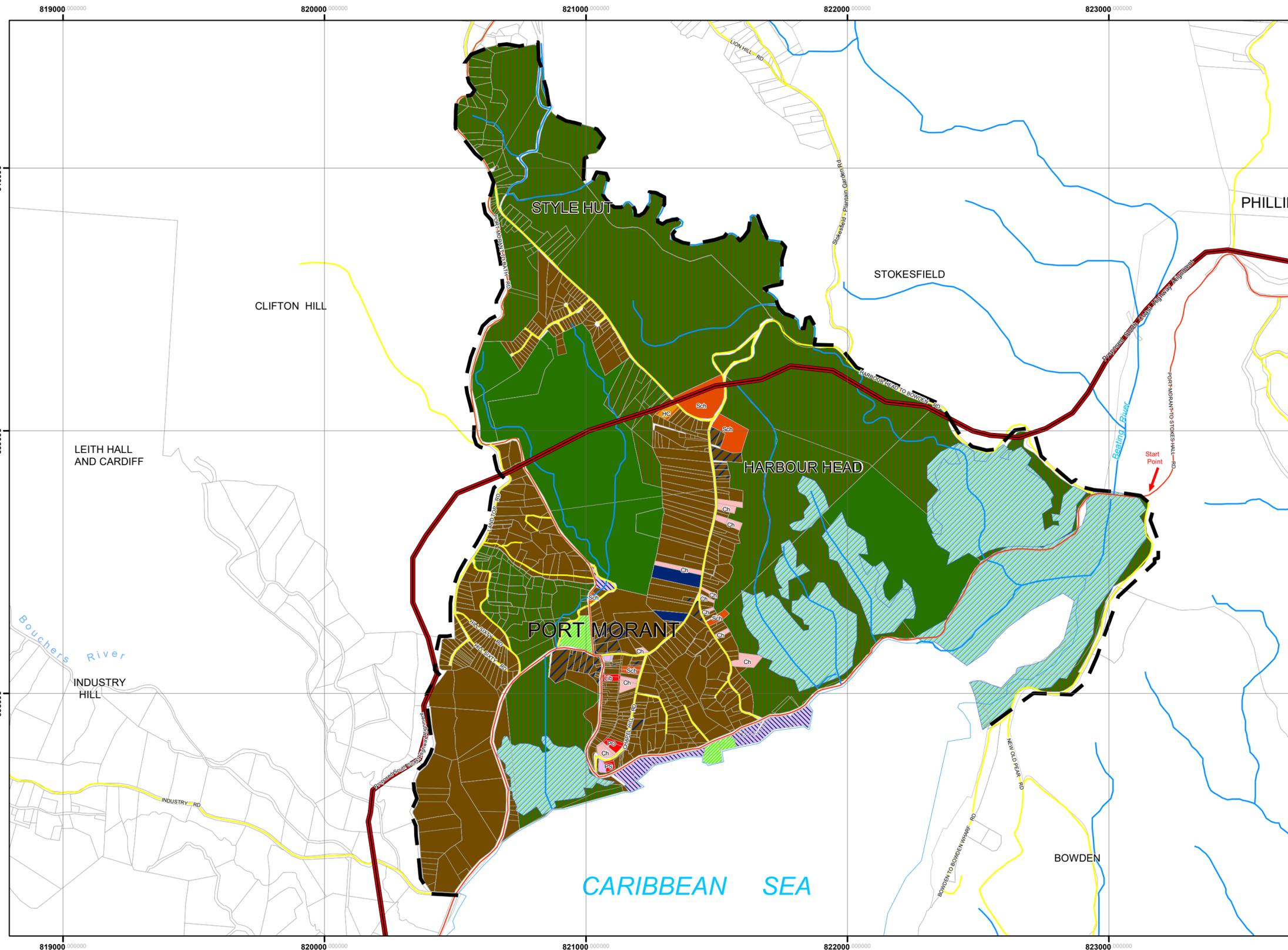
SP T1 - SP T4, SP T6 - SP T20, SP T26 - SP T32, SP T39 - SP T49; SP H2, SP H6 - SP H21; SP C1, SP C11 - SP C30, SP C32 - SP C51; SP RE6 - SP RE15, SP RE 20 - SP RE21; SP UE2 - SP UE27, SP UE30; SP M1 - SP M7; SP WT1, SP WT3 - SP WT11, SP WT13 - SP WT14, SP WT 17 - SP WT18; E1-SPE11; SPC31, SP TO3 - SP T011, SP TO17 - SP T018; SP TELE1 - SP TELE20; GD2 - GD52, GD58 - GD61; RAP4 - RAP6, RAP16 - RAP25; PF51 - PF57; CA1 - CA2.



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May 2018

ST.THOMAS PARISH DEVELOPMENT ORDER

PORT MORANT LOCAL PLANNING AREA LAND USE PROPOSALS (Inset No.6)



LEGEND

- █ Proposed South Coast Highway Alignment
- █ Road Class A
- █ Road Class B
- █ Road Class C
- █ Road Other
- █ Coastline
- █ River /Watercourse
- Port Morant Local Planning Area Boundary
- Parcel Boundary

ABBREVIATIONS

- | | |
|-------|---------------------|
| Ch | Church |
| HC | Health Centre |
| Lib | Library |
| P.C.R | Parish Council Road |
| PO | Post Office |
| PS | Police Station |
| Rd | Road |
| Sch | School |



PROPOSALS

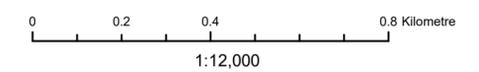
- Agricultural
- Commercial
- Commercial/ Industry - Light
- Educational
- Government Purposes & Statutory Undertakings
- Industry - Light
- Institutional
- Office/ Commercial
- Public Assembly
- Recreational
- Residential
- Residential/Agricultural
- Residential/Commercial
- Wetland

POLICIES

- PM RE1, PM RE5, SP RE22
- PM RE3, PM UE1 - PM UE 3, PM WS1
- PM SA3, PM SA5
- PM SA1 - PM SA 2
- PM H1 - PM H6, PM WS1

The numbers and letters refer to policies in the St.Thomas Parish Development Order. The following policies apply throughout the Port Morant Local Planning Area (Inset No.6)

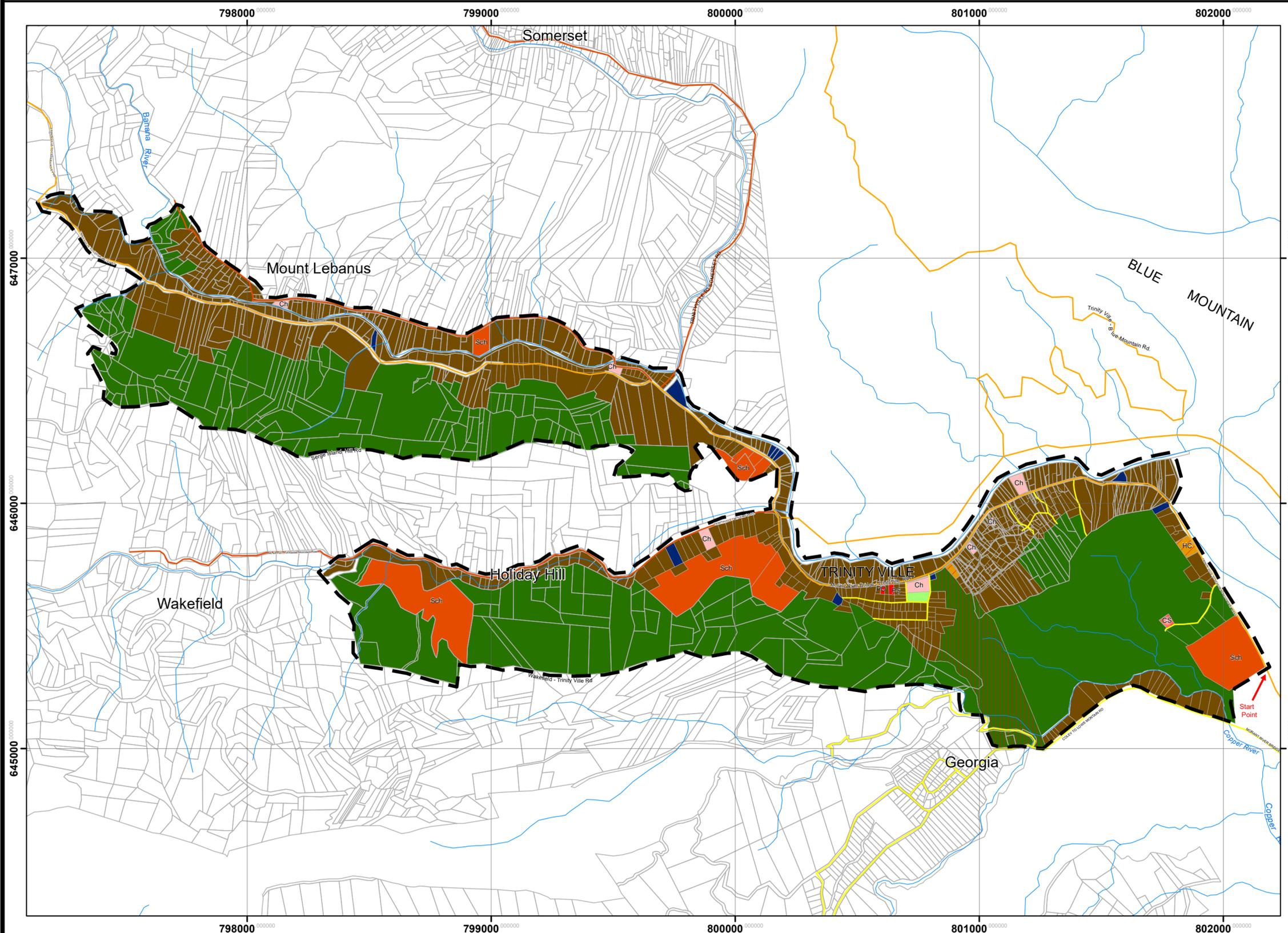
SP T1 - SP T4; SP T6 - SP T20 , SP T26 - SP T32, SP T39 - SPT49;
 SP H2, SP H6 - SP H21; SP C1, SP C11 – SP C30, SP C32 - SP C51
 SP C32 - SP C51; SP RE6– SP RE15, SP RE20 – SP RE21;
 SP UE2 – SP UE 27, SP UE30; SP M1 – SP M7; SP WT1,
 SP WT3 - SP WT11,
 SP WT13 - SP WT14, SP WT17-SP WT18; SP E1-SP E11;
 SP C31, SP T03-SP T011,
 SP T017- SP T018; SP TELE1-SP TELE 20; GD2-GD52,
 GD58-GD61; RAP4-RAP6,
 RAP16-RAP25; PF S1-PF S7; CA1-CA2.



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 10 & 11 Caledonia Avenue, Kingston 5.
 Prepared for: The Town and Country Planning Authority
 May 2018

ST. THOMAS PARISH DEVELOPMENT ORDER

TRINITY VILLE LOCAL PLANNING AREA LAND USE PROPOSALS (Inset No.7)



LEGEND

- Road Class B
- Road Class C
- Road Other
- River/Watercourse
- Trinity Ville Local Planning Area Boundary
- Parcel Boundary

ABBREVIATIONS

- Ch Church
- HC Health Centre
- PO Post Office
- PS Police Station
- Rd Road
- Sch School

PROPOSALS

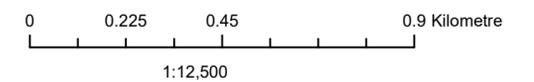
- Agricultural
- Commercial
- Educational
- Government Purposes & Statutory Undertakings
- Institutional
- Open Space - Public
- Public Assembly
- Residential
- Residential/Agricultural
- CS Utility - Cell Site

POLICIES

- TV RE 1 - TV RE 4, SP RE 22
- TV UE 1 - TV UE 6
- TV SA 8 - TV SA 9
- TV SA 1 - TV SA 2
- TV SA 3 - TV SA 4
- TV H 1 - TV H6; TV WT 1

The numbers and letters refer to policies in the St. Thomas Parish Development Order. The following policies apply throughout the Trinity Ville Local Planning Area. (Inset No.7)

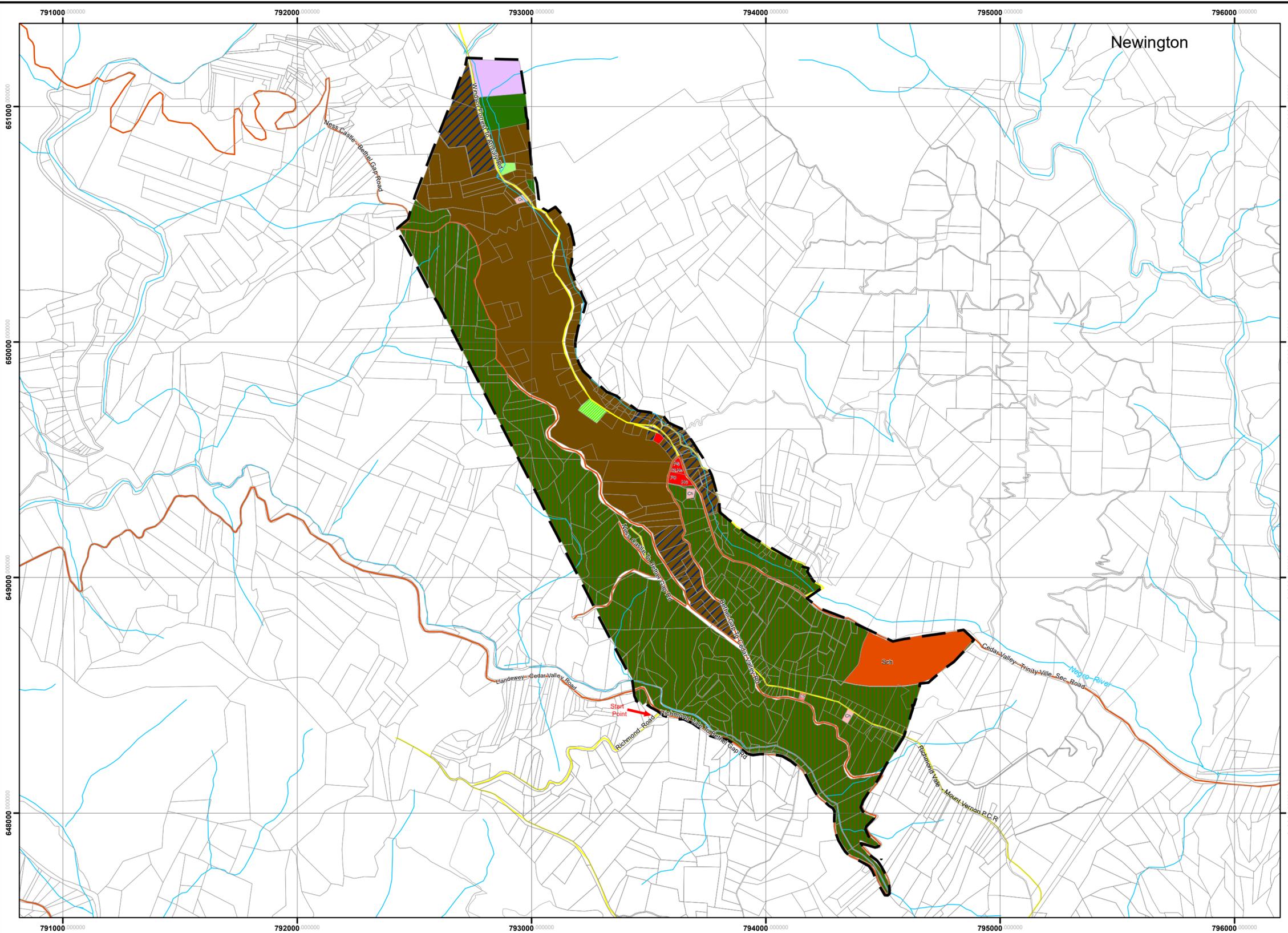
SP T1 - SP T4, SP T6 - SP T20, SP T26 - SP T32, SP T39 - SP T49;
 SP H2, SP H6 - SP H21; SP C1, SP C11 - SP C30, SP C32 - SP C51;
 SP RE6 - SP RE15, SP RE20 - SP RE21; SP UE2 - SP UE27, SP UE30;
 SP M1 - SP M7; SP WT1, SP WT3 - SP WT11, SP WT13 - SP WT14,
 SP WT17 - SP WT18; SP E1 - SPE11; SP TO3 - SP T011,
 SP TO17 - SP T018; SP TELE 1 - TELE 20;
 GD2 - GD52, GD58 - GD61; RAP4 - RAP6,
 RAP16 - RAP25; PF51 - PF57; CA1 - CA2.



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ST. THOMAS PARISH DEVELOPMENT ORDER

CEDAR VALLEY LOCAL PLANNING AREA LAND USE PROPOSALS (Inset No.8)

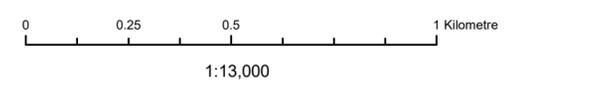


LEGEND		ABBREVIATIONS	
	Road Class A	CS	Cell Site
	Road Class B	Ch	Church
	Road Other	Ct. Ho	Court House
	River/Watercourse	HC	Health Centre
	Cedar Valley Local Planning Area Boundary	P.C.R.	Parish Council Road
	Parcel Boundary	PS	Police Station
		Rd	Road
		Sch	School

PROPOSALS		POLICIES	
	Agricultural	CV RE1, CV RE5, SP RE22	
	Educational	CV SA3, CV SA5	
	Government Purposes & Statutory Undertakings		
	Industry - Light		
	Open Space-Public	CV SA1 - CV SA 2	
	Public Assembly		
	Recreational		
	Residential	CV H1 - CV H6, CV WS1	
	Residential/Agricultural		
	Residential/Commercial	CV U1 - CV UE 7, CVWS1	
	Utility-Cell Site		

The numbers and letters refer to policies in the St. Thomas Parish Development Order. The following policies apply throughout the Cedar Valley Local Planning Area (Inset No.8)

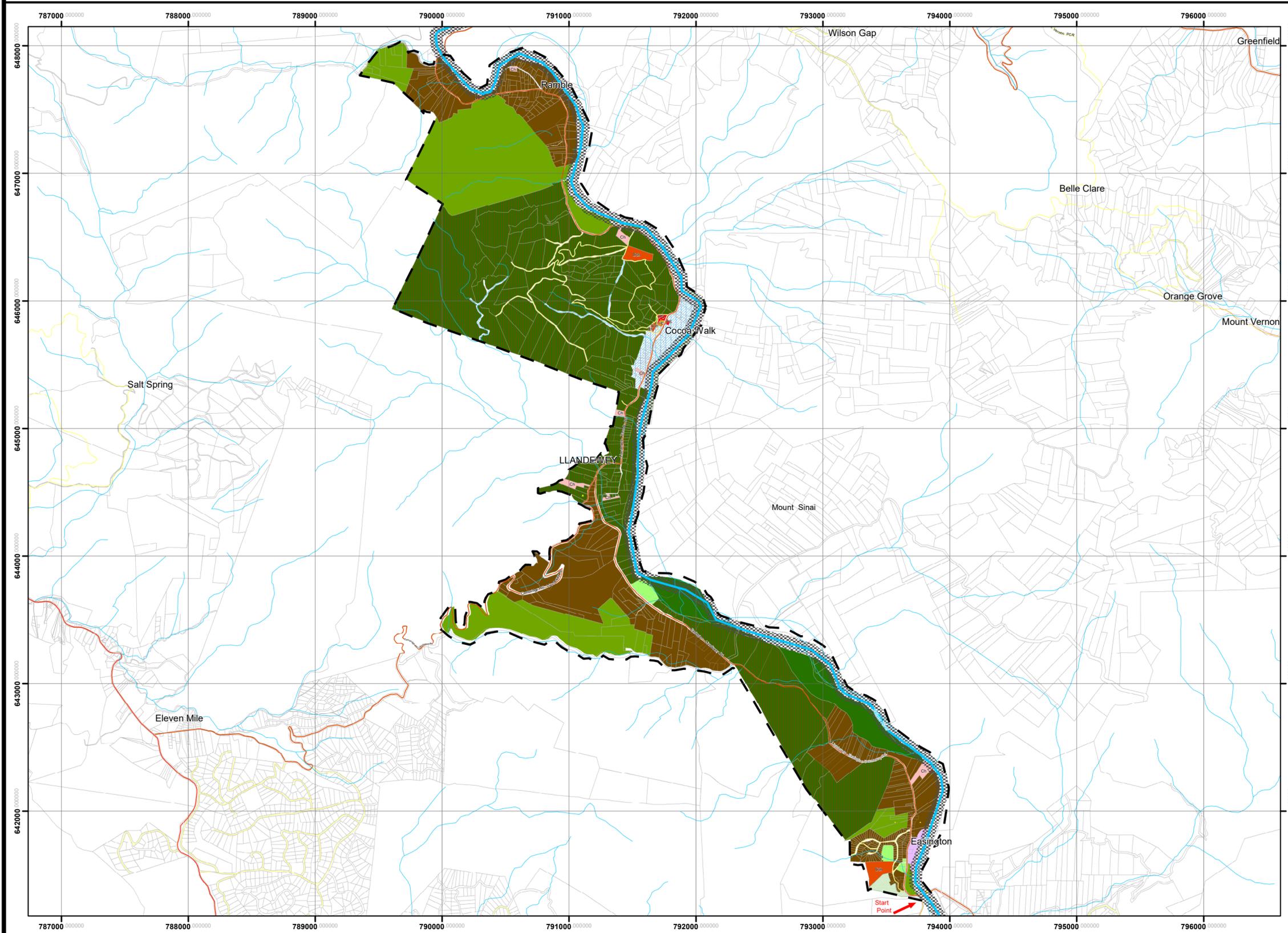
SP T1 - SP T4, SP T6 - SP T20, SP T26 - SP T32, SP T39 - SP T49;
 SP H2, SP H6 - SP H21; SP C1, SP C11 - SP C30, SP C32-SP C51;
 SP RE6 - SP RE15, SP RE20 - SP RE21; SP UE2-SP UE27, SP UE30;
 SP M1 - SPM7; SP WT1, SP WT3 - SP WT11, SP WT13 - SP WT14,
 SP WT17 - SP WT18; SP E1 - SP E11, SP C31, SP TO3 - SPT011,
 SP TO17 - SPT018; SP TELE1 - SP TELE20; GD2 - GD52, GD58 - GD61;
 RAP4 - RAP6, RAP16 - RAP25; PF51 - PF57; CA1 - CA2. GD 2 - GD 48,
 GD 50 - GD 52, GD 58 - GD 61; UC 1 - UC 8; DC 1 - DC 2; CD 1 - CD 8;
 PFS 1 - PFS 7; CA 1 - CA 2; RAP 4 - RAP 6, RAP 16 - RAP 25



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ST. THOMAS PARISH DEVELOPMENT ORDER

LLANDEWEY LOCAL PLANNING AREA LAND USE PROPOSALS (Inset No.9)



LEGEND

- Road Class A
- Road Class B
- Road Class C
- Road Other
- River/Watercourse
- ▲ Historic Site/Monument
- No Build Zone
- Llandewey Local Planning Area Boundary
- Parcel Boundary

- ### ABBREVIATIONS
- Ch Church
 - HC Health Centre
 - PS Police Station
 - PO Post Office
 - Rd Road
 - Sch School



PROPOSALS

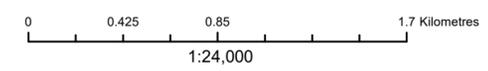
- Agricultural
- Educational
- Government Purposes & Statutory Undertakings
- Industry-Light
- Institutional
- Mixed Use (Residential/Office/Commercial)
- Open Space - Public
- Public Assembly
- Residential
- Residential/Agricultural
- Forest Reserve
- Conservation

POLICIES

- L RE1, L RE5, SP RE22
- L SA3- L SA4
- L UE1 - L UE 3, L WS1
- L SA5
- L SA1 - L SA 2
- L H1 - L H6, L WS1

The numbers and letters refer to policies in the St. Thomas Parish Development Order. The following policies apply throughout the Llandewey Local Planning Area (Inset No.9)

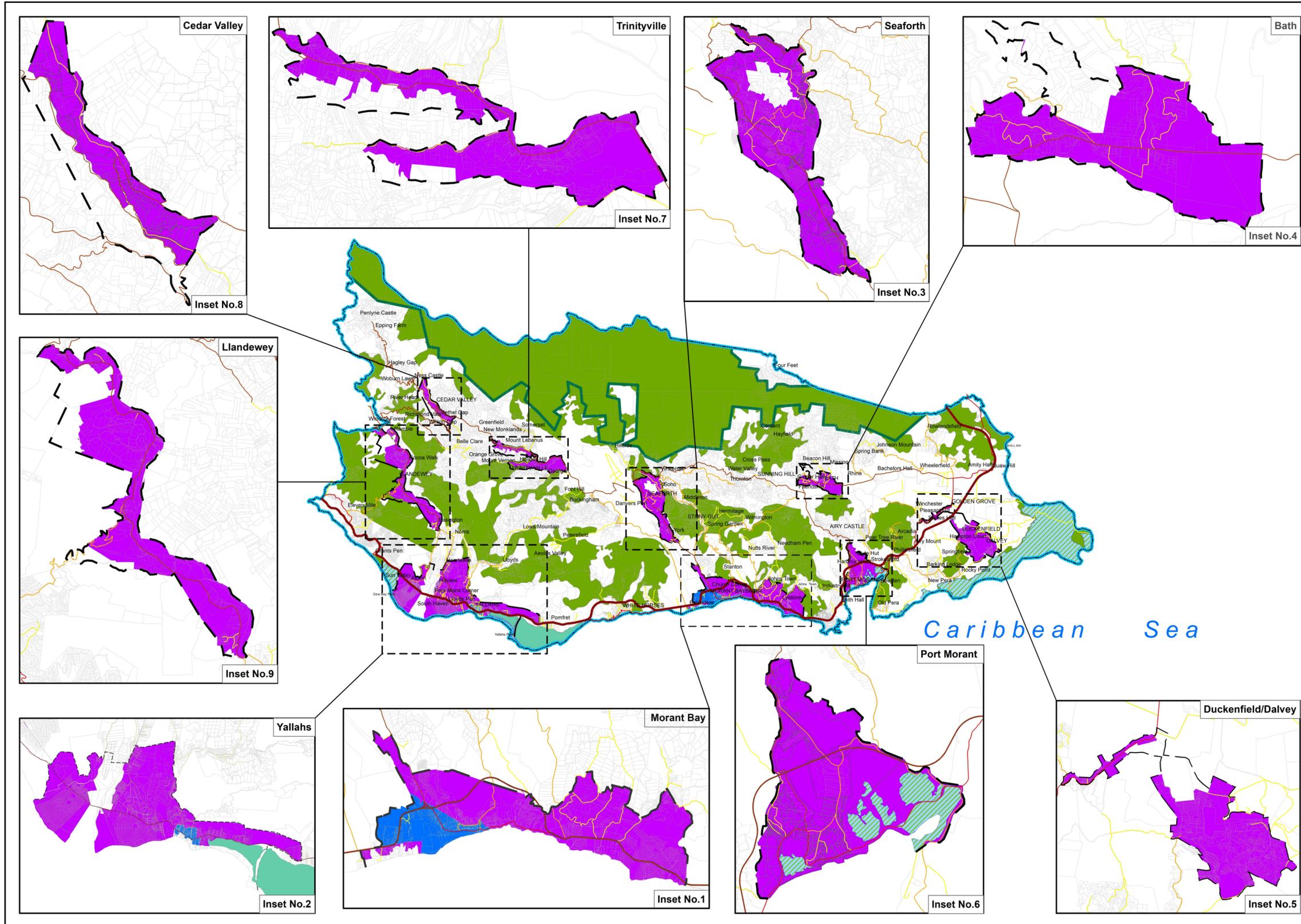
SP T1 - SP T4; SP T6 - SP T20 , SP T26 - SP T32, SP T39 - SP T49; SP H2, SP H6 - SP H21; SP C1, SP C11 - SP C30. SP C32 - SP C51; SP RE6- SP RE15, SP RE20 - SP RE21; SP UE2 - SP UE 27, SP UE30; SP M1 - SP M7; SP WT1, SP WT3 - SP WT11, SP WT13 - SP WT14, SP WT17-SP WT18; SP E1-SP E11; SP C31, SP T03-SP T011, SP TO17- SP TO18; SP TELE1-SP TELE 20; GD2-GD52, GD58-GD61; RAP4-RAP6, RAP16-RAP25; PF51-PF57; CA1-CA2.



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ST. THOMAS PARISH DEVELOPMENT ORDER AREA

ST. THOMAS DENSITY MAP 2



LEGEND

- Southern Coastal Highway Improvement Alignment
- Road Class A
- Road Class B
- Road Class C
- Road Other
- Development Order Area Boundary
- Parcel Boundary
- Blue and John Crow Mtn. National Park
- Forest Reserve
- Wetland
- Yallahs Pond

DENSITY

- 125 Habitable room per hectare(50HR/A)
- 250 Habitable room per hectare(100HR/A)

Hillside policy guidelines are applicable in areas of steep slope.
 In white areas the density should not normally exceed 75 Habitable Rooms per Hectare (30 hrpa) and may be varied by the Local Planning Authorities based on the characteristics of the land and the surrounding areas.



0 2.75 5.5 11 Kilometres

1:125,000

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