



Barbados Physical Development Plan Amendment

Toward a Green, Prosperous, Healthy & Resilient Nation

PART A NATIONAL POLICIES

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➔ Table of Contents

PART A NATIONAL POLICIES

1

INTRODUCTION

1.1 Overview	2
1.1.1 Purpose of the Plan	3
1.1.2 Basis of the Plan	3
1.1.3 How to Use this Plan	5
1.2 Vision & Principles	6
1.3 The Plan Imperative	7
1.3.1 Barbados Today	8
1.3.2 Economic Context	8
1.3.3 Critical Challenges	9
1.3.4 Introducing Transformational and Foundational Change	12
1.3.5 Roofs to Reefs	13
1.3.6 Addressing Scarcity and Irreplaceable Resources	13
1.3.7 Moving toward the Green and Blue Economy	15

2

STRATEGIC POLICIES

2.1 Promoting Sustainable Development	20
2.2 Protecting Core Assets	35
2.2.1 Food and Agriculture	36
2.2.2 Natural Heritage System	44
2.2.3 Water	60
2.2.4 National Park	68
2.2.5 Cultural Heritage	72
2.2.6 Community Core	84
2.3 The Green and Blue Economy	86
2.4 Advancing Mobility and Accessibility	90
2.5 Planning for National Infrastructure	101

3

LAND USE & BUILT FORM POLICIES

3.1 Food & Agriculture	116
3.1.1 Permitted Uses	116
3.1.2 General Policies	116
3.2 Rural Settlements	120
3.2.1 Permitted Uses	120
3.2.2 General Policies	120
3.3 Predominantly Residential	121
3.3.1 Permitted Uses	121
3.3.2 General Policies	122
3.3.3 Design Strategies	124
3.4 Mixed Use	125
3.4.1 Permitted Uses	125
3.4.2 General Policies	125
3.4.3 Specific Policies	126
3.4.4 Design Strategies	126
3.5 Shopping Centres	128
3.5.1 Permitted Uses	128
3.5.2 General Policies	128
3.6 Tourism	129
3.6.1 Permitted Uses	129
3.6.2 General Policies	129
3.7 Institutional	130
3.7.1 Permitted Uses	130
3.7.2 General Policies	130
3.8 Major Recreation	131
3.8.1 Permitted Uses	131
3.8.2 General Policies	131

3.9 Employment Areas	132
3.9.1 Permitted Uses	132
3.9.2 General Policies	132
3.10 Special Industry	134
3.10.1 Permitted Uses	134
3.10.2 General Policies	134
3.10.3 Specific Policies	135
3.11 Resource Extraction	136
3.11.1 Permitted Uses	136
3.11.2 General Policies	136
3.12 Natural Resource Reserves	138
3.12.1 General Policies	138
3.13 Golf Courses	138
3.13.1 Permitted Uses	138
3.13.2 General Policies	138

4

THE BARBADOS SYSTEM OF PARKS AND OPEN SPACE

4.1 Overarching Policies	144
4.2 OS1 - The Barbados National Park	145
4.2.1 Overarching National Park Land Use Policies	145
4.2.2 Food and Agriculture Areas in the National Park	147
4.2.3 Forest Areas in the National Park	150
4.2.4 National Park Villages	151
4.2.5 National Park Settlements	152
4.2.6 Sanitary Landfill	153
4.2.7 Resource Extraction	153
4.2.8 Tourism	153
4.2.9 Golf Course	153
4.2.10 Coastal Zone Management	153
4.3 OS2 - Natural Heritage Conservation Areas	154
4.3.1 Natural Heritage Conservation Areas - Land	154
4.3.2 Chancery Lane Natural Heritage Conservation Area	158
4.3.3 Harrison's Cave Zone of Special Environmental Control	159
4.3.4 Natural Heritage Conservation Areas - Marine	160
4.4 OS3 - Coastal Landscape Protection Zone	162
4.5 OS4 - Public Parks & Open Spaces	163
4.5.1 Overarching Policies	163
4.5.2 Historic Urban Parks	163
4.5.3 Coastal/Beach Parks	164
4.5.4 Recreational Parks	165
4.5.5 Community Mini-Parks	166
4.6 OS5 - National Attractions	167
4.7 OS6 - Barbados National Forest Candidate Sites	168
4.8 OS7 - Shore Access Points	169

5**IMPLEMENTATION**

5.1	The Role of the Plan	172
5.2	The Development Approval Process	172
5.3	Impact Assessments	173
5.4	Public Engagement and Consultation	186
5.5	Strategic Reinvestment Areas	186
5.6	Related Initiatives and Studies	187
5.7	Monitoring and Review of the Plan	188
5.8	Amendments to the Plan	188
5.9	Roofs to Reefs	189
5.10	Boundary and Plan Interpretation	189

PART B COMMUNITY PLANS**6****BRIDGETOWN****7****SPEIGHTSTOWN****8****HOLETOWN****9****OISTINS****10****SIX CROSS ROADS****11****WARRENS****12****WILDEY****13****BELLEPLAINE****14****BATHSHEBA**

Maps and Figures

Map 1 Growth Management Framework

Map 2 Island Settlement Structure

Map 3 Social and Community Facilities

Map 4 Agricultural Land Classification

Map 5 Food and Agriculture

Map 6 Natural Heritage System

Map 7 Natural Hazards

Map 8 Water Resources

Map 9 Cultural Heritage Assets

Map 10 Cultural Heritage Assets:
Greater Bridgetown

Map 11 Mobility and Accessibility

Map 12 National Infrastructure

Map 13 Land Use

Map 14 Resource Extraction

Map 15 Barbados System of Parks and
Open Spaces

Map 16 National Park: Land Use

Map 17 National Park: Natural Heritage

Figure 1 Physical Development Plan Amended
(2023) Structure

Figure 2 Growth Management Framework
Components

Figure 3 Landscape Sub-Areas

Figure 4 Coastal Zone Management Sub-Areas

Figure 5 Water Cycle

Figure 6 Mobility Node Types

Figure 7 Wind Resource Assessment

Figure 8 Impact Assessment Triggers

APPENDIX A Maps

APPENDIX B Glossary

APPENDIX C Heritage Inventory

APPENDIX D Strategic
Reinvestment Areas

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1

Introduction

An overall introduction to the Physical Development Plan Amended (2023) including: purpose and basis, structure of the document, Vision and Principles, and current challenges and imperatives to which the Plan needs to respond.



> The Careenage, Bridgetown

1.1. Overview

This document constitutes the Physical Development Plan Amended (2023) for Barbados. It provides a vision for the sustainable growth and development of the nation by setting out policies to guide relationships among land uses, built form, natural heritage, cultural heritage, mobility, and national infrastructure. It is also intended to be a framework to facilitate and guide investment, both public and private, in Barbados for the next 10 years to advance a green, prosperous, healthy and resilient nation.

Physical planning is undertaken in Barbados for the orderly and progressive development of land and to ensure that development furthers national goals. Physical planning as a government function is based on the Planning and Development Act (2019), as amended. The Act provides for the preparation of development plans relating to the whole island or to parts of the island. The Barbados planning system is based on the British system whereby land is allocated or designated for different uses.

The first Physical Development Plan for Barbados was published in 1970 and came fully into operation in 1976. Since that time, Barbados has experienced many important changes in the pattern of economic, demographic and physical development, making it necessary at intervals to carry out an island-wide review of settlement patterns and update the Physical Development Plan. This resulted in the adoption of an updated PDP in 1991 and again in 2003 and a draft PDP Update prepared in 2017. The concept of sustainable development emerged in the 1986 review, leading up to the 1991 Plan, and remains a critical Government commitment today as evidenced by Barbados' adoption (2015) of the United Nations Global Sustainable Development Goals as contained in the 2030 Agenda for Sustainable Development, and its signing of the New Urban Agenda (2016) and the COP 26 Glasgow Pact (2021).

Today, Barbados remains the only nation in the Caribbean region to have a current national physical development plan. This Physical Development Plan Amended (2023) is a critical chance to strengthen this policy and investment framework in order to respond to the key opportunities and concerns that have emerged over the past 10-15 years.



➤ **Overarching goals of the PDP Amended (2023)**

At a very high level, these opportunities and concerns are reflected in five concepts that permeate throughout the document. **The Climate Crisis** has emerged since the PDP Amended (2003) as the preeminent threat to the world as a whole and Small Island Developing States (SIDS) in particular. Barbados is recognised as an **island of scarcity** - food, land and water are resources that cannot be taken for granted and must be protected and planned for. **Moving toward a Green and Blue economy** is a government priority and a national necessity to remain globally competitive and grow in a sustainable manner. **Sustainable development patterns** are key to protecting the country's scarce resources but have not been achieved since the PDP Amended (2003). Finally, with chronic non-communicable diseases reaching concerning levels in the population, the importance of planning **healthy communities** has risen to the forefront.

These overarching objectives must be considered in every land use and investment decision. At the core of the PDP Amended (2023) is a recognition that the physical development of Barbados is about the people of Barbados. It is intended to guide the physical development of the country in a manner that supports the continued health and prosperity of Barbadians.

1.1.1 Purpose of the Plan

The main purposes of the Physical Development Plan (PDP) are to:

- Foster the economic, environmental, physical and social well-being of the residents of Barbados;
- Address the critical impacts of the climate crisis on Barbados as a Small Island Developing State (SIDS);
- Establish a vision to guide the future form of development with respect to land use, settlement patterns, food production, infrastructure, mobility and environmental management;
- Guide the future form of development on the island and inform the public, business and government sectors as to the nature, scope and location of both development and protection areas for core assets; and
- Provide a clear and accessible framework for private and public investment in communities, business sectors and infrastructure across the island.

1.1.2 Basis of the Plan

The policies contained in the Physical Development Plan, Amended (2003) were reviewed, refined and augmented during the PDP amendment process. This process, as well as the work undertaken for subsequent draft updates of the PDP, involved a detailed assessment of the effectiveness of the existing policies, an assessment of recent development and settlement patterns, and consideration of critical new factors, initiatives and commitments, including the Healthy Caribbean Coalition, the Green Economy Scoping Study (2012), the Habitat III New Urban Agenda (2016), the COP 21 Paris Agreement (2015), the COP 26 Glasgow Pact (2021), the UNESCO World Heritage Site inscription for Historic Bridgetown and its Garrison (2011), and the Emerging and Sustainable Cities Initiative (2015). This analysis was detailed in the following background reports:

- Background Review Sectoral Reports (24);
- White Paper: Key Considerations for the PDP Amendment;
- Recommended Priority Policies Memorandum; and
- Development studies, including Major Development Applications, Vacant Lands, Plot Coverage, and assessment of the Integrated Rural Development Programme policies.



1 Introduction

1.1 Overview

An introduction to the Plan purpose, basis and how to use the Plan

1.2 Vision Principles

1.3 Plan Imperative

Barbados Today
Economic Context
Critical Challenges
Introducing Transformational and Foundational Change
Addressing Scarcity and Irreplaceable Resources
Moving toward the Green and Blue Economy

2 Strategic Policies

Policy Areas

Strategic policies relating to key national policy areas

2.1 Promoting Sustainable Development



2.2 Protecting Core Assets



2.2.1 Food & Agriculture



2.2.2 Natural Heritage System



2.2.3 Water



2.2.4 National Park



2.2.5 Cultural Heritage



2.2.6 Community Core

2.3 The Green and Blue Economy



2.4 Advancing Mobility and Accessibility



2.5 Planning for National Infrastructure



3 Land Use and Built Form Policies

General policies, permitted uses and built form criteria for different land uses.

- 3.1 Food & Agriculture
- 3.2 Rural Settlements
- 3.3 Predominantly Residential
- 3.4 Mixed Use

- 3.5 Shopping Centres
- 3.6 Tourism
- 3.7 Major Institutional

- 3.8 Major Recreation
- 3.9 Employment Areas
- 3.10 Special Industry

- 3.11 Resource Extraction
- 3.12 Natural Resource Reserves
- 3.13 Golf Courses

4 Barbados System of Parks and Open Space

Policies for the National Park and each of the other open space designations.

- 4.1 Overarching Policies
- 4.2 OS1 - The Barbados National Park
- 4.3 OS2 - Natural Heritage Conservation Areas

- 4.4 OS3 - Coastal Landscape Protection Zone
- 4.5 OS4 - Public Parks and Open Space
- 4.6 OS5 - National Attractions

- 4.7 OS6 - Barbados National Forest Candidate Sites
- 4.8 OS7 - Shore Access Points

5 Implementation

Discussion of implementation strategies and processes.

- 5.1 Role of the Plan
- 5.2 Development Approval Process
- 5.3 Impact Assessments

- 5.4 Public Engagement and Consultation
- 5.5 Related Initiatives and Studies
- 5.6 Monitoring and Review of the Plan

- 5.7 Amendments to the Plan
- 5.8 Boundary and Plan Interpretation



Community Plans

Nine community plans.

6 Bridgetown

9 Oistins

12 Wildey

7 Speightstown

10 Six Cross Roads

13 Belleplaine

8 Holetown

11 Warrens

14 Bathsheba

FIGURE 1. Physical Development Plan Amended (2023) Structure

1.1.3 How to Use this Plan

The Physical Development Plan assists the Government of Barbados and stakeholders who wish to invest in or develop land to understand how their parcel fits into the overall plan for the island and what land use permissions currently apply. It provides clear direction and facilitates investment by providing information to landowners about the development process and the framework that the Planning and Development Department (PDD) uses to evaluate applications. Additional, more detailed resources are available to guide citizens, landowners and investors including the *Applicants Handbook and Guide to Town*

Planning and the Applicants Handbook and Guide to Coastal Planning in Barbados.

The Physical Development Plan (2003) was substantively updated in 2017, with additional updates to modernize the Plan between 2022-2023. Unless otherwise stated, data, mapping and information used throughout the National policies and Community Plans are from 2017. Readers should check Legislation and Orders referenced in the PDP (2023) to determine if these have been superseded or amended.

Figure 1 Visually illustrates the structure of the Physical Development Plan Amended (2023). The document is organised as follows:

Part A of the Plan contains the National Policies and is divided into five sections.

Section 1: Introduction sets the stage for the PDP amendment. It presents the Vision and Principles that the PDP is based upon and explains the imperatives driving the amendment.

Section 2: Strategic Policies contains island-wide directions organised into the overarching policy areas of Promoting Sustainable Development, Protecting Core Assets, Advancing Mobility and Accessibility, Greening the Economy and Planning for National Infrastructure. Maps 1 to 12 accompany the Strategic Policies.

Section 3: Land Use and Built Form Policies sets out policies for each of the 13 land use designations that cover the island. Map 13 depicts where each land use designation applies. Map 14 accompanies the resource extraction designation and shows the areas where these policies apply.

Section 4: Barbados System of Parks and Open Spaces contains policies for each of the seven open space categories. Map 15 depicts the areas where the open space categories apply. Policies related to the National Park are found in this section and Maps 16 and 17 show greater detail within the National Park area.

Section 5: Implementation provides information on the tools and strategies that will be used to implement the policies of the PDP Amended (2023).

Part B of the Plan contains Community Plans which give more place-specific direction for the following nine communities: Bridgetown, Speightstown, Holetown, Oistins, Six Cross Roads, Warrens, Wildey, Belleplaine, and Bathsheba. The National Policies still apply in these areas but are augmented by the place-specific community plan policies.

Appendix A contains 11x17 fold outs of the Strategic Policy maps.

Appendix B contains the glossary, which defines key concepts and policy terms to ensure understanding of policy intent.

Appendix C contains the current inventory of Cultural Heritage Assets, including Listed Buildings and Archaeological Areas.

Appendix D contains mapping and descriptions of the Strategic Reinvestment Areas, key underutilized areas that provide critical opportunities for reinvestment as they have the potential to act as catalysts for the regeneration of their communities.

➔ 1.2

Vision

The Physical Development Plan Amended (2023) seeks to achieve a vision for Barbados over the next 10 years as:

- A nation of healthy, safe, distinct and age- and gender-responsive communities sharing a common economic base and community aspiration.
- A nation in which resilient, sustainable economic and physical growth are balanced with conservation and restoration of irreplaceable resources, rural working landscapes, cultural heritage and natural heritage.
- A nation which fosters a green and blue economy focused on strategies to enhance resource efficiency and economic growth, in particular in the sectors of agriculture, fisheries, housing, transportation, renewable energy and tourism.
- A nation characterised by increasing social equity enabling meaningful participation in social and economic activities for all.
- A nation which is resilient and prepared for the impacts of the climate crisis.

Principles

The following principles underlie the policies of this Plan:

- The efficient use of land, resources and finances of the nation.
- The adoption of adaptive planning approaches in all aspects of national and sectoral planning for the consideration of climate variability and climate crisis impacts.
- The promotion of social equity, health and safety for all residents.
- The conservation, protection and restoration of irreplaceable core assets and man-made resources.
- The development of safe, vibrant places for people to live, work and play.
- The management of growth so that it occurs in a safe, logical and orderly fashion ensuring protection of core assets, reduction of environmental risks and ecological scarcities, promotion of sustainable development and efficiency in delivery of infrastructure.



➤ Jubilee Gardens and the Old Town Hall, Bridgetown

➔ 1.3

The Plan Imperative

Barbados is a Small Island Developing State (SIDS) with significant accomplishments, diverse and strong assets and a high level of vulnerability. Over the last 20 years, much has changed globally and locally – economically, environmentally and socially. An increase in GDP and greater personal wealth and access to goods have changed Barbados’ economic status from developing country to a recognised ‘developed’ nation by the UN’s Human Development Index. These advancements have resulted in more choice for citizens, but also significant changes to the pattern, density and nature of development on the island.

New initiatives and commitments such as the Paris Agreement (2016) adopted at COP 21, an historic agreement to combat the climate crisis and accelerate and intensify the actions and investments needed for a sustainable, low carbon future, the Glasgow Climate Pact adopted at COP 26, the 2011 UNESCO World Heritage Site inscription for Historic Bridgetown and its Garrison, the New Urban Agenda (2016) adopted at Habitat III and the Emerging and Sustainable Cities Initiative (2015) have opened new doors to opportunity.

The 2023 amendment of the Physical Development Plan is a critical opportunity to review and refine the 2003 Plan. However, clearly there have been major changes in development drivers and government priorities in the past 20 years and there is a need to think beyond the present day context to the actions necessary to create a sustainable and economically vibrant nation in the future.

One observation is clear – Barbados is an island of tremendous opportunity and vulnerability, the latter of which is only going to increase. The current pattern of development and infrastructure is not seen as sustainable in this context. Today, the island is food, water and land scarce – a condition which increases vulnerability and strain on foreign currency. The imperative of the climate crisis is increasingly clear and immediate.

BARBADOS’ MANY ASSETS INCLUDE:

92 kilometres
of coastline

348 kilometres
of gullies

7,454 hectares
of National Park and open spaces

Regionally important nesting areas for the endangered **Hawksbill turtle**, and stopover habitat for several endangered **migratory bird species**

9,100 hectares
of Super Prime and Prime A agricultural land

2,500 tonnes
of fisheries output per year

337 Listed heritage buildings and the UNESCO inscribed **World Heritage Site of Historic Bridgetown and its Garrison**

99.7% literacy
and the highest UN Human Development Index (HDI) ranking in the region

Increasing forest coverage

Highest road and population densities
in the region



> Development on the north side of the St. George Valley

The amendment of the PDP is an opportunity to set in place transformational and foundational change to patterns of growth and mobility and provision of infrastructure. It is an opportunity to support Barbados' transformation to a green and blue economy and to plan sustainably for the needs of future generations of Barbadians.

1.3.1 Barbados Today

On November 30, 2021 Barbados transitioned from a parliamentary constitutional monarchy to a parliamentary republic, marking one of many important and defining milestones of the nation and its people. The foundational influence of the island's early governance and constitution, innovation in the sugar and rum industry, high levels of literacy, and more recently the UNESCO World Heritage Site designation recognising the value of Historic Bridgetown and its Garrison are a mere sampling of significant national accomplishments. The existence of the current Physical Development Plan and National Park Development Plan (1999) are also notable signs of leadership in planning, given that Barbados is the only nation in the region with a current comprehensive national land use plan. Yet as a Small Island Developing State (SIDS), and one in which over 25% of the population and much of the critical infrastructure lie within two kilometres of the coast, the island remains vulnerable

1.3.2 Economic Context

After a period of decline, the Barbadian economy is recovering, however the traditional economic sectors are changing.

The Barbados economy experienced sustained growth from 2003 to 2007. This was reflected in the number of planning applications submitted, culminating in a record high of just over 4,000 applications in 2007. Not coincidentally, this was

also the year for the staging of the Cricket World Cup in the Caribbean and a number of Barbadians availed themselves of the opportunity to renovate their homes in the hope of providing tourist accommodation for that event.

With the onset of the global financial crisis of 2008, economic activity on the island started to decline, including construction activity and the number of tourist arrivals. There was concern for the international business sector which came under pressure since the 2008 global financial crisis and measures were being put in place to have this trend reversed. After eight years of slow growth, the Barbadian economy at the end of 2016 showed encouraging signs in selected traded/export and non-traded/non-export sectors. Real growth of GDP was estimated at 1.6 percent at the end of 2016 which represented a 0.7 percentage point increase over the 2015 period which itself had recorded growth of 0.9 percent.

From 2010 to 2016, the total number of planning applications annually dipped below 2,500. Spurring reinvestment is a critical imperative and economic strategy for the island's sustainable future, particularly given the COVID-19 pandemic, which caused a significant drop in international tourism. The regulatory framework, including the Town and Country Planning Act of 1965, was not perceived as facilitating investments that could reinforce economic growth and sustainable development. Consequently, the 1965 Act was replaced by the Planning and Development 2019 proclaimed in December 2021. The Act introduced specific measures to improve the efficiency of the planning process and enhance transparency, accountability, and public participation in development planning.

By 2022, the economy expanded by 11.3 percent (real GDP). This recovery was mainly driven by a 105 percent upturn record in the tourism sector and moderate improvement observed in most other sectors.

Barbados will continue to revitalize its tourism sector. This will require a very competitive tourism product, with a focus beyond the traditional sun, sea and sand. In particular, Barbados' offering must incorporate nature tourism, especially within the National Park and the Scotland District. Sports tourism continues to be an attraction while medical and educational tourism is starting to take off with the advent of offshore medical schools to the island as well as plans for private hospitals with an international allure. Efforts are also focusing on establishing stronger agri-tourism links inclusive of culinary tourism.

The inscription of Historic Bridgetown and its Garrison on the prestigious UNESCO World Heritage Site recognition has also made provision for the heritage tourism element to be better explored and provides an excellent avenue for Barbados to showcase its rich tangible and intangible heritage.

The rate of inflation remains low, especially wage inflation and the Tripartite Social Partnership which became a model for industrial relations during the 1990s has been revitalised. This model has been adopted as a best practice by other SIDS. Agriculture continues to receive a focus in light of the need for food security and food sovereignty. The very high food import bill has to be addressed given its drain on the precious foreign reserves of the island. Barbados is now committed to achieving food sovereignty and, where possible, protecting its citizens from the shocks and volatility in external markets. The trend towards an emphasis on food quality should have a positive impact upon the agricultural sector. Whereas it is not expected to rebound to match the economic output of the 1960s and 1970s, the sector is still of vital importance to the country's development. The sugar cane industry will have to be transformed in order to remain relevant, and in this regard, the proposed new sugar cane factory would lend to this larger objective by providing various related outputs while using renewable energy to fuel the production process. This is also related to the production of Barbados molasses which has to be used in the production of local rum in order to maintain the authenticity of the internationally renowned brand.

The whole concept of the green and blue economy introduces a new path for the future development, economic and otherwise, of the island. This will be built not only on renewable energy but across all sectors. It has the potential to unleash the spirit of entrepreneurship and create new avenues of employment which are critical given the current pressures on the traditional modes of employment and economic generation.

1.3.3 Critical Challenges

The development and growth patterns over the last two decades are not sustainable over the long term.

While population has remained relatively stable over the past decades, there has been a significant increase in the amount of land consumed for development. As indicated by the Emerging and Sustainable Cities Initiative (2015), between 1991 and 2013, outward growth has consumed 228 ha/year cumulatively, resulting in an increase in the urban footprint by 64% to accommodate 6% population growth and the formation of new households over the same period of time. Further, this growth has been accommodated in increasingly lower densities. Between 1983 and 2011, residential density in the urban corridor declined from 23 people per hectare (pph) to 18 pph. This demonstrated pattern of sprawl has implications on scarce and key assets (water, food production, land) and transportation patterns but also on the public cost of building, operating and maintaining infrastructure over the long term. Looking to the future, where forecasts anticipate a gradual long-term decline in population beginning in 20 years as well as a significant aging of the demographic, the location, scale and type of recent housing development is not likely to serve well the needs of the population.



> Warrens, St. Michael



> Bridgetown

Approved development has significantly impacted agricultural and water resources and health of natural ecosystems

While much of this development has occurred within the Urban Corridor, a significant amount of development has also occurred on agricultural land, in many instances on some of Barbados' most fertile soils in the St George Valley. Between 1991 and 2013, the amount of agricultural land was reduced by 53% through conversion to other uses and lack of cultivation resulting in it turning to bush. This equates to a significant reduction in production capability as well as fragmentation of agricultural land. In many instances, growth is occurring well beyond the Urban Corridor or other planned centres for growth. In some instances, this growth has been occurring within the most sensitive groundwater protection areas or at a scale where provision of services is not efficient. The result is not planned, complete urban environments; rather it is fractured, disconnected and partial urbanisation.

In addition, waste, wastewater and stormwater quality issues have had a significant impact on natural systems. Of particular note is the degradation to around 10% of historic levels in coral cover due to the influence of multiple sources of land-based pollution. Barbados' coastal resources are not only vital to environmental and human health but also to the economy. Further, waste generation and management is a significant challenge. Approximately 1,000 tons of solid waste are generated per day across the island. While garbage diversion rates are on the increase, having reached 70%, the incidence of dumping of waste, often into the water and gully systems, appears to be on the increase as well. Unlike the climate crisis, which Barbados cannot significantly impact on its own and therefore must plan for, the quality of discharges to groundwater and the sea is something that the country can exert direct control over through solid waste management and wastewater and stormwater practices.



> Bathsheba, St. Joseph

Significant loss of agricultural land threatens the viability of the agricultural sector and increases food insecurity

Fundamental shifts in the agriculture and food production sectors have had an impact. Moving away from more traditional food production practices, Barbados has been increasingly reliant on food imports; in 2014, over BBD 600 million was spent on food imports. Further, food as a percentage of total imports has been on a concerning upward trajectory. Between 2000 and 2011, it increased from 15% to 25% of total imports, a level which is seen as unsustainable.

Rising levels of chronic non-communicable diseases are linked to physical development patterns and lack of access to healthy foods

Lifestyle choices and patterns of development have been a significant contributor to the increasing rate of chronic non-communicable disease, resulting in high rates of diabetes (17%), overweight (37%) and obesity (29%) within the population. Increasing dependency on the car, inhospitable walking environments and longer distances to access daily needs such as groceries, work and school has been an acknowledged contributor to these trends. Resultant costs to health care provision will increase significantly.

New growth at the fringe has happened at the expense of historic community cores and existing settlements

Much of recent development has been occurring on the periphery of or outside the Urban Corridor in St James, St George and St Phillip. At the same time, St Michael lost over 9% of its population between 1990 and 2010. This trend in combination with an increase in vacant and derelict buildings, located predominantly within the traditional and historic urban areas, suggests that new growth in the periphery is to some degree happening at

the cost of reinvestment in community cores and older neighbourhoods. More specifically, between 1990 and 2010 the number of overall housing units grew by 15% while unoccupied units grew by 118%. Further, the level of vacancy, demolition or destruction of recognised heritage properties is high. As can be evidenced in many rust belt cities in North America, the hollowing out of the cores of cities and destruction of historic fabric can have a devastating effect on the health, vitality and livability of the entire city. Barbados is well positioned to follow more recent western world trends of both the younger and the older population moving back to the city to take advantage of urban living, amenities and lifestyle choices.

There is a growing infrastructure deficit

Despite having expanded the development footprint on the island by over 60% and almost doubling the number of cars over the last two decades, there has been little expansion in infrastructure capacity to accommodate these patterns. The transportation network of highways and roads is fundamentally the same as it was 20 years ago. There is a significant backlog of maintenance of existing infrastructure. The potable water system has major inefficiencies in delivery, in that 62% of distributed water is not accounted for. Outward growth has created inefficient infrastructure to operate and maintain, in fact more costly than older, more compact phases of development. Also, high vacancy levels in urban areas means existing infrastructure is being underutilised.

The climate crisis requires new thinking in planning and design of future development

Barbados' sustainable socio-economic development is dependent on the comprehensive and explicit consideration of the climate crisis and disaster risk management in the PDP, the guide for national land use and development. The implications of recent island-wide growth and development patterns are accentuated by the immediate and ongoing imperative created by the climate crisis. Trends of steady state population projections, changing demographics, increasing national scarcity in terms of food, water and land, declining densities and outward growth, loss of agricultural land, increasing rates of lot and building vacancy, impacts on the most sensitive groundwater protection zones, and infrastructure deficit are all related to the potential impacts of the climate crisis. This is the context in which planning for the next 20 years must be understood.



> Freights Bay, Oistins, Christ Church



> Independence Square, Bridgetown

1.3.4. Introducing Transformational and Foundational Change

This Physical Development Plan Amended (2023) is a critical opportunity to change the traditional growth paradigm and introduce transformational and foundational policy directions that can guide more sustainable investment, land use and infrastructure decisions in Barbados. Several transformational ideas form the foundational concepts of the PDP amendment.

Addressing the urgency of the climate crisis

As a SIDS, Barbados is at significant risk of experiencing the negative effects associated with the climate crisis. To respond to this reality, the PDP must introduce new policy directions that focus on resiliency and adaptation strategies. Addressing the climate crisis must become a central objective of the PDP, becoming integrated as a cross-cutting consideration touching on all of the components of the Plan. The concepts and theories of the climate crisis must urgently be realised as actionable goals and objectives – the time



> Marchfield IRDP, Six Cross Roads, St. Philip

to act is now. The Government of Barbados has responded to the climate crisis by setting a target to achieve a 70% reduction in gross GHG emissions by 2030 with a view to achieve 100% reduction in gross GHG emissions (economy wide) by 2035.

The Roofs to Reefs Programme was recently developed and launched as an integrated public investment programme founded on sustainable development principles and climate resilience. This programme will help create, and achieve, actionable goals.

Responding to demographic trends

Based on the current population analysis, without policy intervention, Barbados is projected to experience modest population growth and then decline. A key implication of these findings along with the aging demographic is that there is a critical gap in Barbados' future workforce. It is projected that a population increase of approximately 185,000 people would be needed by 2050 for the size of the population to be if the fertility rate of 2.1 was maintained since 1980. Through the recommendations of the National Population Commission, policies to encourage a population increase are being considered. Plans for economic resilience and population growth over the next 20 years need to be framed in the context of sustainable urban structure which recognizes Barbados as a Small Island Developing State and an island of scarcity that highly values its resources including land, water, natural heritage and agriculture.

Redefining the island's urban structure

The current planned island structure defined simply by a contained Urban Corridor balanced against natural systems and agricultural lands has not translated into on the ground land use decisions and does not represent a solid departure point for the PDP amendment and the long term future of the island. The PDP amendment is an opportunity to revisit and redefine the urban structure to reflect existing development patterns and create a framework that responds to scarcity in part through the clear definition and protection of core assets.



> Lewis-Wickman Boardwalk, The Careenage, Bridgetown

1.3.5. Roofs to Reefs

The Roofs to Reefs Programme represents the development model for Barbados for the next decade. Its focus is on improving the social and environmental circumstances of Barbadians: improving living conditions and making us more resilient to the impacts of the worsening climate crisis and related natural disasters while increasing our ability to recover quickly post-disaster. The Programme will improve the housing stock and access to water and sanitation, eradicating pit toilets, use solar and other green energy options to reduce dependence on fossil fuels and direct line electricity transmission, improve water quality, and reduce the volumes and impacts of waste. This will lead to improvements in living conditions, the terrestrial and marine environments, including gullies and coral reefs.

1.3.6. Addressing Scarcity and Irreplaceable Resources

Moving toward food security, sovereignty and a viable food and agriculture sector

Addressing scarcity – in terms of food, water and land – is a crucial objective of the PDP amendment. While much of the island is arable, the best agricultural soils occupy only 9.5% of Barbados. These lands are irreplaceable, representing some of the best places on the island to farm and cultivate local sources of food. Yet many areas with super prime soils have already been developed and built over, or have been approved for future development. It is critical in order that the lands that remain are strictly protected as places NOT to develop to increase the island's food security. Further, investment in the Island's fisher-folk and fishery sector can enhance this key source of local food, as the current fleet catches only half of the local fish demand. Finally, increasing opportunities for value added agricultural activity related to food and fish can increase economic, trade and job opportunities.

Celebrating heritage and the stories of Barbados

Barbados' cultural heritage and the stories of Barbadians are irreplaceable core assets. The UNESCO World Heritage inscription in 2011 was a critical achievement, both in international recognition of the heritage value of Historic Bridgetown and its Garrison, but also in galvanising national efforts to celebrate and capitalise on heritage assets. The challenge ahead is to implement the many commitments and practices detailed in the Management Plan. Integration of the World Heritage Site into the PDP amendment, along with complementary policies, is one critical step of many. Aligning PDP policies with contemporary heritage standards to support heritage throughout the island and in communities such as Speightstown, Oistins and the National Park is another.

Integrating the island's ecosystems

Significant progress has been made over the past 20 years to increase the health of island's natural heritage – particularly as it relates to vegetative coverage and the gully systems. The Natural Heritage Department has been very successful in working with local operations at Harrison's Cave, the Walkers Sand Mine Restoration and the Codrington Trust to advance environmental health and awareness. However, significant degradation of other systems such as the marine ecology has occurred – an area critical to the tourism sector as well as for the local fishing industry. In particular, as an island the symbiotic nature of the terrestrial and aquatic systems must be recognised and reinforced by taking an ecosystems approach and integrating Barbados' natural heritage features.

The Barbados National System of Parks and Open Spaces is an important example of area where natural heritage protection has effectively been applied using an ecosystems based approach. This approach should be expanded across the whole island to manage and protect natural heritage systems.



> Queen Street, Speightstown

1.3.7. Moving toward the Green and Blue Economy

The Green Economy Scoping Study (GESS) sets a critical and divergent path for the future of Barbados. The PDP Amended (2023) embraces and integrates these directions. In particular, there are eight key areas of consideration.

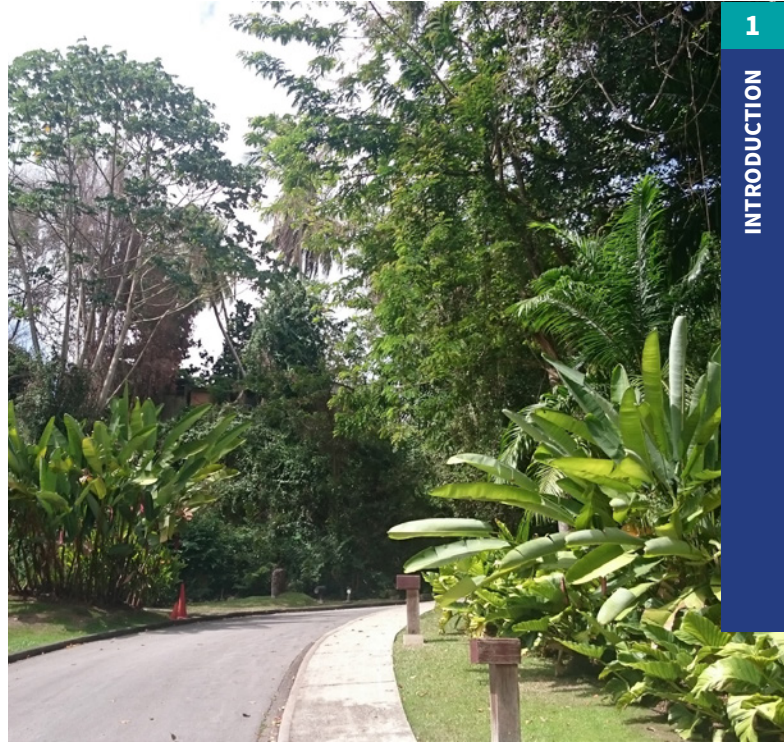
From car-centric transportation to multi-modal mobility

Over the last 20 years, significant outward and disconnected suburban growth combined with a doubling of the number of cars has resulted in peak hour gridlock and increasing levels of congestion almost everywhere on the island. The system has a very strong reliance on private cars for mobility and as a driver in land use decisions. Today there is an absence of a national transportation mobility plan to guide future investment and propose transportation strategies at the island scale. While the Ministry of Transport, and Works and Water Resources Strategic Plan (2017) establishes key directions, it needs to be reinforced by a National Transport Strategy.

It is well demonstrated that constructing new roads alone will not solve transportation challenges. There must be a change in emphasis towards mobility - shifting the focus from planning for cars into planning a network where there is transportation choice for people and goods. The PDP must set the stage to ensure that a range of transportation strategies and modes are deployed that are appropriate to the context. These include: a reliable and effective transit network; urban transportation management strategies; introducing park and ride lots at key junctures; defining parkway drive; advancing existing and planned active transportation and trails; and introducing a water taxi or water ferry service. Not only will this help to move people and goods, it may also help to counteract the problem of chronic non-communicable diseases as it will encourage Barbadians to use more active forms of transportation.

Diversifying the housing offering to meet the future demographic

Housing is a fundamental human need and a critical element in community planning. Accommodating the population in adequate housing that meets residents' needs is one of the primary objectives of land use planning and has historically been one of the primary drivers of growth.



> Graeme Hall Swamp, Christ Church



> The Esplanade, Speightstown



> The Risk, St. Peter

The housing need of the next 10 years will have a different complexion. Changing demographics in Barbados will shape housing requirements. Today, the demand for housing is largely driven by the formation of new households, rather than overall population growth. Yet, the needs of some of these new households are not being met by the type, size, cost and location of new housing stock, the majority of which is single family housing. Those with lower incomes need access to new and high-quality climate resilient affordable housing. The aging population requires consideration of what seniors' housing and aging in place housing options look like, a relatively new housing sector in Barbados. Young singles and couples wishing to live on their own do not need a multi-bedroom house. Furthermore, the impacts of the climate crisis touch every sector, including housing. Resiliency of the housing sector, including location, building standards and servicing of new housing, will be a primary concern. There is a need to encourage a greater diversity of housing with a focus on creating more complete and sustainable communities that allow people to access services and amenities within their community without a reliance on the automobile. Finally, there is an opportunity to align future housing development with the regeneration and reinvestment in traditional community cores through public and or private sector investments.

Optimising existing infrastructure and investing in sustainable infrastructure

Barbados has an infrastructure deficit, both in terms of ongoing operations and maintenance of existing infrastructure and in terms of resilient and sustainable infrastructure to support people and businesses over the next 10 years. Greater emphasis must be placed on integration of land use and infrastructure planning, for example, encouraging development in places where existing infrastructure and transportation choice can be optimised. There is an opportunity to factor in not only the capital but also the operating and maintenance costs of new development and infrastructure in planning decisions, to capture the true cost of development. There is an opportunity to promote and encourage conservation and sustainability measures. Perhaps most critically, there is an opportunity to integrate strategies for adaptation and resiliency into infrastructure plans, designs and decisions.

Strengthening existing communities

Community cores - the centres for commerce, local and tourism driven businesses, attributable places and community gathering - are amongst the core assets of the island and require continued efforts to stabilise and revitalise as the hearts of communities and critical drivers in a green and blue economy. The cores are also

the focal points for much of the island’s cultural heritage, both physical and intangible. Strategies for reinvestment, growth, and reinforcement of place are key to reversing the trends of vacancy and disrepair, but also offer some of the best opportunities to encourage walkable, complete communities with a diverse range of housing choice. There is an opportunity to reinforce the distinct strengths and attributes of each community by focusing on their historic core areas.

Stimulating Reinvestment in Key Sites

Throughout the island and particularly in Bridgetown there are key opportunity areas for reinvestment. Most of these sites are publicly owned and have remained underutilized, derelict or vacant for many years. Yet, these sites have the potential to act as catalysts for the regeneration of their communities. They can also play an important role in the economic sustainability of Barbados, attracting local and foreign investment and creating positive places and public realm for Barbadians and tourists alike. Reinvestment in these sites is a critical opportunity to change growth patterns and move towards more sustainable development that makes more efficient use of infrastructure through infill in the existing urban area. The PDP (2023) presents an opportunity to identify these catalytic sites as Strategic Reinvestment Areas and define the policies, design direction and processes to stimulate reinvestment and redevelopment.

Greening the tourism offering – beyond sun, sand and sea

A critical component of the Green and Blue Economy is the broadening of the existing tourism offering - focused around sun, sea and sand - to celebrate the island’s natural heritage, cultural heritage, authenticity of place and demonstration of innovation and sustainability. Barbados is fortunate to have 14 national attractions, historical, beach and recreational parks and cultural and natural heritage conservation areas that could also be focal points of the tourism strategy. These need to be supported as distinct and important places individually, but also for what they collectively offer to expand the tourism sector.

Moving forward implementation of the National Park

Looking at the aerial photography (2015) and comparing it to the base case used to create the National Park Development Plan in 1998, it is apparent that the National Park has been successful at advancing the natural environment in Barbados. The overall coverage and linkage of naturalised areas has increased, on a general level, both within the National Park and throughout the gully and ridge areas in the central part of the island. Additionally, the PDD and the Natural Heritage Department have used the combination of the PDP Amended (2003) and National Park Development Plan (1999) to achieve some of the desired outcomes for the National Park expressed in both plans. While formalised capital projects have not been abundant over the past 20 years, the idea of why the National Park was created, essentially to preserve and expand natural systems, seems to have not only held its ground, but in fact advanced on some levels, in particular the expansion of canopy and connectivity of the gully system. The launch of the Barbados System of Parks and Open Spaces in June 2016 was a critical reinforcement of this success.

Going forward, there are opportunities to build on this momentum: to increase awareness and resonance of the National Park for the people of Barbados and to further advance the integrated environmental framework or ecosystem approach inherent in the National Park Development Plan (1999) within an overall Natural Heritage System.

Promoting sustainable resource management

As an island of scarcity, sustainable resource management will be key in terms of natural resources but also energy production. A focus on greater self-sufficiency and resiliency are essential in light of economic and climate crisis challenges. There is a current dependency on oil and gas as an imported fuel source. The role energy consumption plays in terms of GHG emissions is significant, electricity generation being responsible for 67% of Barbados’s GHG emissions. However, success in recent initiatives such as the introduction of domestic photovoltaics and the ongoing planning and implementation of future initiatives for both solar and wind energy are indicative of change on the island. A focus on innovation, conservation and renewable resources will continue to be important in achieving the 2030 targets for emissions reduction.



2

Strategic Policies

This section includes island-wide strategic policies that have been organised into the policy areas of: Promoting Sustainable Development, Protecting Core Assets, The Green and Blue Economy, Advancing Mobility and Accessibility and Planning for National Infrastructure.

➔ 2.1

Promoting Sustainable Development

Current forecast rates indicate that Barbados' population growth over the next 10 years will remain at approximately 1%, after which it is expected to decline. Should these trends continue, the existing supply of available residential land is likely to be sufficient over the next several decades. Given the ongoing work of the National Population Commission, the Government of Barbados may develop new population forecasts, managed immigration strategies and supporting policy to plan for economic prosperity, resilience and sustainable growth over the next 10-20 years.

Planning for future population and settlement in Barbados will require an enhanced focus on sustainable and resilient development. An emphasis on optimising existing settlement areas and efficient provision of infrastructure is needed to respond to key imperatives of the New Urban Agenda, including: adapting to the climate crisis and building resiliency, promoting healthy communities, planning for an aging community, and addressing the challenges of Barbados as a Small Island Developing State.

The policies in this section will guide development and investment decisions through the application of an island-wide growth management framework and a settlement structure that directs growth in a logical, efficient and compact manner. The framework respects the outward growth that has occurred over the past 20 years but supports a transformation shift towards reinvestment and a focus of growth on existing areas of urban settlement within the current urban core. This framework defines the community cores and refined urban boundary where growth and urban development are to be focused, stable suburban areas which call for infill and completion of existing communities, and a rural working landscape within and outside of the National Park where food and agriculture, environmental restoration, natural resources and supporting rural settlements are prioritised. The growth management framework protects Core Assets and responds to the climate crisis while providing for increased resiliency, healthy communities, a prosperous and green and blue economy, efficient infrastructure and transportation services, and local food security and sovereignty.

This chapter is comprised of three sections:

- **Managing Population Growth**
- **Communities and Housing**
- **Social and Community Facilities**



➔ Swan Street, Bridgetown

Policies

Managing Population Growth

1. The Government will plan for population growth for Barbados over the next 10 years.
 - a) In the context of a continued low rate of growth and eventual population decline, and given the existing supply of vacant lots and vacant and derelict buildings, significant new land supply for residential development is not required and will not be designated.
 - b) The protection of core assets and the efficient use of land and existing infrastructure will be a priority in planning and public investment decisions.
 - c) The Government will consider the final recommendations of the National Population Commission regarding the strategic growth of the population, including but not limited to developing a managed migration policy and programme, and setting annual population growth targets.
2. The Government will promote a sustainable development pattern that minimises the footprint of urban development, increases resiliency, improves mobility and accessibility and optimises existing and planned infrastructure.
3. The Growth Management Framework supports sustainable development by identifying five distinct areas across the island based on their characteristics and primary roles in managing sustainable and resilient growth. The distinguishing characteristics, the nature of sustainable development and the type of growth each will be planned to achieve are outlined in Figure 1: Growth Management Framework Components. Each of these components will be planned in the following manner:
 - a) The **Community Cores** will continue to play a key role as the heart of communities with the highest levels of service, offering daily amenities, heritage assets and infrastructure. As a result, reinvestment will be the focus in historic cores and reurbanisation and infill in emerging cores.
 - b) **The Urban Corridor**, refined to reflect 2016 settlement patterns, will be the focus for new development and growth, recognising that this is where the greatest existing and planned concentration of population and jobs, infrastructure and development exists.
 - c) **Stable Suburban Areas** will be the focus for infill or completion of existing neighbourhoods and approved development with an emphasis on introducing more locally based amenity and mobility options.
 - d) The **Rural Working Landscape** will continue to function as a predominantly rural stable area dominated by food, agriculture, natural resources and pockets of rural settlements.
 - e) The **Barbados National Park** will continue to be conserved for its distinct characteristic of eco-systems, agriculture and rural settlements that exist within the protected landscape.
4. The Island Settlement Structure defines different types of structural elements across the island including centres, nodes and corridors to promote efficient, compact, and orderly development. Development will be planned and developed in accordance with Map 2: Island Settlement Structure.

Key Concepts

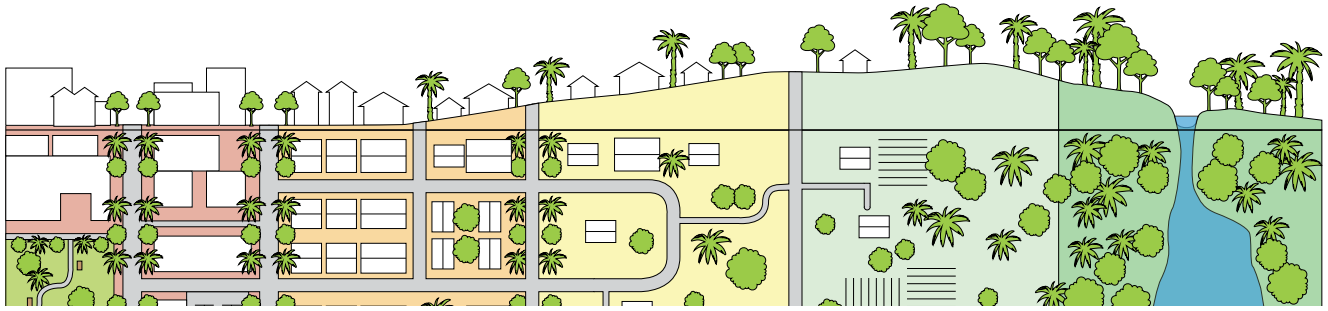
Sustainable development: is about ensuring long term environmental, economic, and community health and wellbeing. It means finding more efficient ways to use land and scarce resources, clustering and connecting the places people live, work, shop and play, ensuring efficient use of infrastructure and protecting the core assets that are the heart of Barbados' capacity to support a prosperous population.

Core assets: valued and irreplaceable places, elements and resources that are key to the long term prosperity of the island. In Barbados these include: fresh water, areas best suited to produce food and agriculture, natural heritage systems, cultural heritage, the National Park, public beach access, and the central places in our communities.

Community core: the commercial, residential and cultural heart and central places of Barbados, providing the densest concentration of people, buildings, and activities. Strengthening the cores strengthens the entire region, as the cores provide services far beyond their borders.

Population Growth: is the increase in the number of people in a population/within Barbados. Planning in relation to population growth needs to consider also changing demographics, rate of household formation, quality of housing and access to key amenities.

FIGURE 2. Growth Management Framework Components



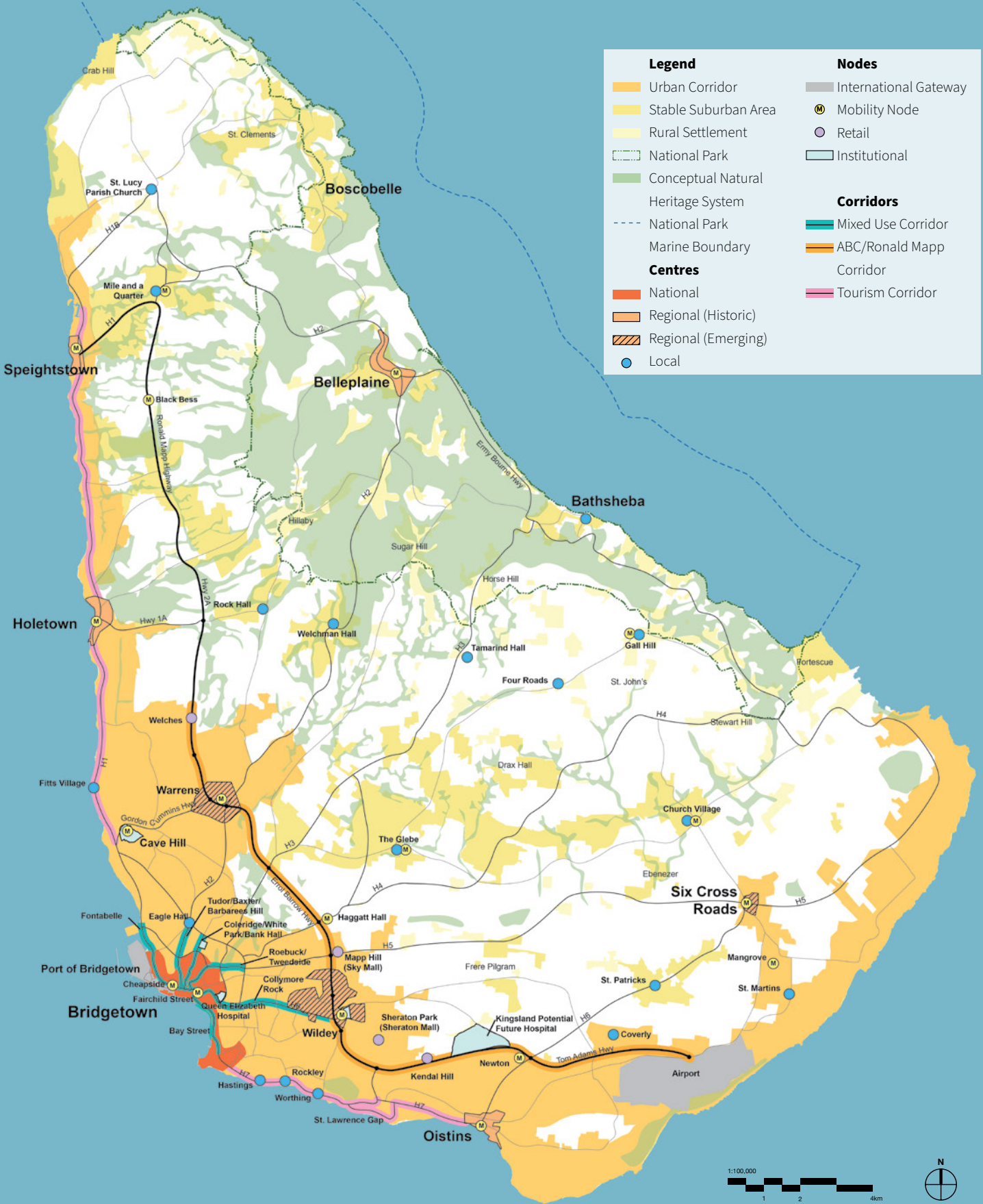
	COMMUNITY CORE	URBAN CORRIDOR	STABLE SUBURBAN	RURAL WORKING LANDSCAPE	NATIONAL PARK
CHARACTERISTICS TODAY	<ul style="list-style-type: none"> • Greatest mix of uses • Finest grain of streets and blocks; high potential for walkability • Greatest density • Focal point of public transport routes • Focal point of government and community services • Focal point of retail and amenities • Significant employment uses • High potential for efficient delivery of infrastructure • Largest concentration of historic fabric 	<ul style="list-style-type: none"> • Mix of uses • Mix of densities • Multiple public transport routes • Services, retail, employment distributed along corridors and in centres • High potential for efficient delivery of infrastructure 	<ul style="list-style-type: none"> • Predominantly residential • Low density and auto-dependent • Limited public transport • Few amenities and services • Modest potential for efficient delivery of infrastructure 	<ul style="list-style-type: none"> • Primarily agricultural • Resource extraction • Forestry • Cultural heritage landscapes • Rural settlements • Lowest potential for efficient delivery of infrastructure 	<ul style="list-style-type: none"> • Forestry • Agriculture • Resource extraction • Cultural heritage landscapes • National Park Villages • Rural settlements • Lowest potential for efficient delivery of infrastructure
LOCATIONS	<ul style="list-style-type: none"> • National Centre - Bridgetown • Historic Regional Centres – Speightstown, Holetown, Oistins, Belleplaine • Emerging Regional Centres – Warrens, Wildey, Six Cross Roads 	<ul style="list-style-type: none"> • West and south coasts from Checker Hall to Ragged Point. Extending inland with contiguous development. 	<ul style="list-style-type: none"> • St. George Valley, National Park Villages, non-contiguous development across the island. 	<ul style="list-style-type: none"> • Interior 	<ul style="list-style-type: none"> • Scotland District and northeast coastline
POLICY DIRECTION	<ul style="list-style-type: none"> • Reinvestment (historic cores) • Reurbanisation (emerging cores) • Heritage conservation 	<ul style="list-style-type: none"> • Infill • Intensification • Reinvestment 	<ul style="list-style-type: none"> • Infill • Minimal rounding out of existing settlement areas subject to criteria • No new communities 	<ul style="list-style-type: none"> • Infill in rural settlements • Conservation and restoration • Promoting food and agriculture 	<ul style="list-style-type: none"> • Naturalisation • Nature tourism • Reinvestment in National Park Villages
DENSITY CONSIDERATIONS	Plot coverage • 50%	• 50%	• 40%	N/A	N/A
	Plot ratio <ul style="list-style-type: none"> • All cores, except in National Park: 2.0 - 5.0 (equivalent to 3-10 storeys) 	• 0.5 - 2.0 (equivalent to 1-4 storeys)	• No minimum	N/A	N/A
	Density target for major development <ul style="list-style-type: none"> • Existing community cores will generally be built at existing densities • In Bridgetown, the density target is 30 or more units per net hectare 	• 25 units per net hectare	• 20 units per net hectare	N/A	N/A
TYPICAL BUILDING PATTERN	<p>Bridgetown</p>	<p>Kingsland, Christ Church</p>	<p>Hilbury, St. George</p>	<p>Venture, Saint John</p>	<p>Mellows, St. Joseph</p>



MAP 1: Growth Management Framework

5. A hierarchy of centres defines the Island Settlement Structure. Centres are activity nodes that service the local, regional or national population with a concentration of development and a mix of uses including services, institutions and amenities. Centres are the most accessible places on the island and have the greatest mix of land uses and density of development. In centres the quality of the architecture and urban design, public realm and walking environment is particularly important and contributes to their success and vitality as places. The Island Settlement Structure identifies the following centres:

- a) The **National Centre** is the most urban, diverse, dense, and commercially, institutionally and culturally rich centre in Barbados. The National Centre acts as a dense hub of activity and services for the Bridgetown community and the entire nation.
- b) **Regional Centres** are historic or emerging communities that contain a mix of office, retail, light industrial, tourism and institutional uses at a scale sufficiently large to create a regional attraction. Seven Regional Centres have been designated:
 - i) Speightstown historically has served the northern population of the island and acts as a departure point to the National Park. It has a substantial cluster of cultural heritage assets and a traditional street and block pattern.
 - ii) Hometown is a historic community with a primarily tourism-focused core, with hotels and restaurants on the coastal side of Highway 1 and retail, commercial and residential development on the eastern side of the highway.
 - iii) Oistins has a historic core and is a centre that serves the southwest coastal communities and has an important commercial, fishing and tourism focus.
 - iv) Belleplaine is the centre of the National Park and serves a regional function for the residents of National Park Villages and rural settlements and tourists visiting the Park.
 - v) Six Cross Roads is an emerging Regional Centre that has developed into a centre for retail, employment and community facilities serving residents of St Philip.
 - vi) Warrens is an emerging Regional Centre with an employment and retail focus. It has succeeded in attracting significant high density office, retail, institutional and industrial development and is a focal point for government offices.
 - vii) Wildey is an emerging Regional Centre with an employment, institutional and health and wellness focus. It is an important focal point for light industrial, commercial, institutional and recreational functions.
 - viii) As Barbados evolves, new centres of importance may emerge, such as Lears, which has a cluster of employment uses that is playing an important economic role. These centres may warrant a future designation as Regional Centre, and the preparation of Community Plans.
- c) **Local Centres** are existing or potential future concentrations of shops, amenities and community facilities serving the daily needs of surrounding neighbourhoods and are typically focused at a major intersection. Eighteen Local Centres have been designated:
 - i) Eagle Hall serves as a commercial and community service centre for surrounding residential neighbourhoods north of central Bridgetown.
 - ii) Three Local Centres on the south coast – Hastings, Rockley and Worthing – serve as commercial centres for the surrounding residential and tourist communities.
 - iii) Fitts Village on the west coast provides local serving retail in an area primarily focused on tourism.
 - iv) The Glebe provides a cluster of community services in St. George including a post office, library, police station, and polyclinic.
 - v) St Martins provides retail and community services for the rapidly developing suburban area of St. Philip and is the location of a primary school.
 - vi) Coverley is a newly built neighbourhood along the ABC Highway in Christ Church. The neighbourhood centre includes a grocery store, retail, and some office space.
 - vii) Church Village, St. Philip is an existing destination for the local community due to its cluster of churches and has the potential to include daily amenities and services.
 - viii) Tamarind Hall includes a municipal complex with a cluster of community services in St. Joseph including a post office, library and police station.
 - ix) Welchman Hall serves the surrounding community in St. Thomas with community services including a post office.



MAP 2: Island Settlement Structure

- x) Rock Hall, St. Thomas has a rich history as Barbados' first free village. The area has a magistrates' court and a public kiosk vending area related to the freedom statue commemorating its history.
- xi) Four Roads, St. John provides services such as a fire station and post office to the surrounding area.
- xii) Gall Hill includes the St. John's Church and surrounding amenities.
- xiii) St Patricks (Woodbourne) serves a growing community in Christ Church with daily services and amenities.
- xiv) Bathsheba is a National Park Village with a strong tourism focus.
- xv) Mile and a Quarter serves as a commercial centre for the growing community in St. Peter.
- xvi) St Lucy Parish Church (Pickering) has been identified as a future Local Centre as it will be the terminus of the Ronald Mapp Highway extension and is at the convergence of several roads that serve the north of the island.

6. Four types of nodes are focal points for different types of development:

- a) **International Gateway Nodes** are the major entry points into Barbados. They are essential to the economic well-being of the country and require supportive infrastructure to ensure the efficient movement of people and goods to and from them. Two International Gateway Nodes have been designated:
 - Bridgetown Port; and
 - Grantley Adams International Airport.
- b) **Mobility Nodes** include existing bus terminals and other existing or potential locations where there is potential to transfer between transportation modes. Mobility Nodes are the strategic transfer points where there is the opportunity to get people out of cars and into public transport, shared transportation and/or active transportation routes to key locations, reducing traffic congestion. Thirteen Mobility Nodes have been designated and are characterised as either:
 - **Transport Terminal;**
 - **Park and Ride;** or
 - **Bus Transfer Point.**

Further policy direction on the design, role and function of each type of Mobility Node is provided in Section 2.4.

- c) **Retail Nodes** are major shopping centres that attract significant amounts of activity and traffic. They play an important role as a commercial amenity but need to be planned to mitigate their impact on the surrounding road network. Four Retail Nodes have been designated:
 - Sheraton Park (Sheraton Mall)
 - Kendal Hill
 - Mapp Hill (Sky Mall); and
 - Welches (The Walk)
- d) **Major Institutional Nodes** consist of important educational and health campuses that have significant employment and attract students and patients from across the island. Six Institutional Nodes have been designated:
 - The University of the West Indies Cave Hill Campus;
 - Queen Elizabeth Hospital;
 - The planned hospital at Kingsland;
 - The geriatric hospital facility at Waterford;
 - The proposed hospital at Welches; and
 - The proposed medical school and clinic at Wildey.

7. Three types of linear, multimodal corridors have different roles and characteristics:

- a) **Mixed Use Corridors** are intended to continue to develop and intensify as linear concentrations of commercial, residential, office, institutional and mixed use development fronting onto major roads or highways and serving local residents and commuters. Six Mixed Use Corridors have been designated:
 - Lower Collymore Rock;
 - Roebuck Street;
 - Whitepark Road / Lower Bank Hall Road;
 - Tudor Street / Baxters Road / Barbarees Hill;
 - Cheapside Road / Fontabelle Road / Spring Garden Highway; and
 - Bay Street.
- b) **Tourism Corridors** are tourism-focused linear corridors running along the coast with a concentration of hotels, residential, restaurants, commercial and mixed use development and opportunities to intensify. Three Tourism Corridors have been designated:



➤ Highway 7 South Coast Mixed Use Corridor, Christ Church

- St. Lawrence Gap;
 - Highway 7 between the Garrison and Oistins; and
 - Highway 1 between the Frank Worrell Roundabout / Proposed Four Seasons Site and Half Moon Fort.
- c) **The ABC/Ronald Mapp Corridor** is the primary cross-island highway corridor with significant residential, commercial, office and industrial development at key junctures. It has the potential to move from a carrier of cars and trucks to a multimodal mobility corridor with space dedicated to trails and high-occupancy vehicles, including public transport.
8. Growth will primarily be accommodated within the **Community Cores** and the **Urban Corridor** in a compact manner in order to protect core assets, protect and conserve natural heritage, preserve food and agricultural lands, ensure efficient use of existing and planned infrastructure and facilitate transportation choice.
- a) The Government will prioritise infill development, the development of vacant lots, and the redevelopment or adaptive reuse of vacant and derelict properties over the conversion of food and agricultural land and greenfield development.
 - b) The Government will promote the efficient use of land and services through compact, contiguous and mixed use development.
 - c) Intensification and higher density development will be encouraged within the Urban Corridor, and in particular in Centres, Mixed Use Corridors and at Mobility Nodes.
- d) Development will be planned to achieve the density targets outlined in Figure 2 and in Section 3: Land Use and Built Form.
9. Within **Stable Suburban Areas** moderate growth will be accommodated through completion of existing Plans of Subdivision and infill development that:
- a) Reduces vacant lots;
 - b) Is designed to encourage healthy and active lifestyles;
 - c) Provides for a range of housing to meet income, life stage and housing needs;
 - d) Includes common and community gathering spaces;
 - e) Encourages walkability and connectivity within and between neighbourhoods;
 - f) Achieves the density target outlined in Figure 2;
 - g) Includes a mix of use at Local Centres including retail, services and amenities to meet daily living needs; and
 - h) Allows for urban agriculture and community gardening.
10. **Rural Settlements** will continue to serve an important role in providing small scale clusters of housing serving residents in the Rural Working Landscape and the National Park. Rural Settlements are not planned to expand through outward growth. More specifically:
- a) Development through new Plans of Subdivision of more than five lots within existing Rural Settlement boundaries will not be permitted.
 - b) Infill and intensification on existing lots will be permitted.

11. Rural Working Landscapes are to be protected for food and agricultural production, natural resources and forestry. Within Rural Working Landscapes lots may be subdivided to create a maximum of one new lot of maximum one hectare. The subdivided portion is to continue to be used for food and agricultural production, with ancillary residential use in support of farming or agricultural uses.

- a) Additional subdivision of rural working landscapes to create 1-4 acre lease-holdings may be permitted subject to demonstration that the subdivided lands will continue to be used for agricultural purposes and will be leased to a registered farmer.

12. Within Rural Working Landscapes, a change of land use or Plan of Subdivision to create more than 10 new residential lots will only be permitted if the following can be demonstrated to the satisfaction of the Director of Planning and Development:

- a) The development will not create fragmentation of Food and Agricultural lands. This will be demonstrated through the preparation of an Agricultural Impact Assessment in accordance with Section 2.2.1 and Section 5.
- b) The lands are contiguous to the existing Urban Corridor;
- c) The lands are planned in a compact manner with a minimum density of 25 units per net hectare.
- d) The lands are planned for turnkey housing development including both subdivision of lots and erection of houses;
- e) The lands can be efficiently and sustainably serviced in terms of potable water, drainage, waste collection and roads;
- f) Transportation choices including public transport can be provided in an efficient manner; and

- g) It can be demonstrated that there is need for the conversion to accommodate demand for the type of housing proposed.

13. The Government will promote the efficient use of existing and future infrastructure investments.

- a) Infrastructure planning and land use planning will be carried out in an integrated manner, in accordance with the New Urban Agenda objective to coordinate transportation and land use.
- b) The Government will explore options to incentivise development of vacant lots to ensure more efficient use of the land base and existing infrastructure investments.
- c) The Government will, with the owners' consent, encourage short and long term utilisation of vacant lots by the community for open space, community gardens or food production, where appropriate.
- d) In order to prevent the inefficient use of infrastructure to service further vacant lots, priority will be given to applications for turnkey housing developments including both subdivision of lots and erection of houses over subdivision only developments.

14. The Government will promote design excellence in key areas by requiring development within Centres and Mixed Use areas to adhere to the built form controls outlined in Section 3.4 and the Community Plans. This may also include consideration by a Design Review process.

15. For each Centre, the Government will create a Comprehensive Disaster Management Strategy including the identification of emergency routes for evacuation and distribution of critical supplies and emergency shelters.

16. Complementing the national level strategic and land use policies are a set of nine Community Plans found in Part B of this Plan. The Community Plans provide more detailed policy that is tailored to the specific context of each community, thereby providing an opportunity to enhance the distinct role and character of each. The Community Plans address the following topics:

- a) Climate crisis resiliency, including adaptation and mitigation measures and disaster risk reduction;
- b) Physical, environmental and urban design related opportunities and constraints;
- c) Detailed land uses and specific urban design directions;
- d) Cultural heritage assets, including listed buildings, cultural heritage landscapes, archaeological resources, and intangible heritage;



> Rural area, St. George



➤ St. George Farmers Co-op and Over 40's Club, The Glebe, St. George

- e) Schools and other community facilities;
- f) Opportunities to protect and restore components of the Natural Heritage System;
- g) The existing parks and open space network and opportunities to enhance it or create linkages;
- h) Opportunities to provide a range of housing options appropriate to the local context to meet the community's housing needs, including but not limited to the aging population;
- i) Sites or blocks that have good potential for intensification or infill;
- j) Opportunities for improving multimodal transportation choice within the community, including:
 - i) Increasing walkability and active transportation networks within and beyond the Community Plan area;
 - ii) Improvements to public transport;
 - iii) Improvements to existing bus terminals;
 - iv) Where a bus terminal does not already exist and a Mobility Node has been identified, identification of an appropriate location and design considerations for one of the types of Mobility Nodes;
 - v) Strategies to address local transportation challenges; and
 - vi) Parking management strategies appropriate to the community.

Communities and Housing

- 17.** The Government will promote inclusive settlements that are safe, healthy, accessible, affordable, resilient and sustainable and foster prosperity and quality of life for all, in accordance with the objectives of the Barbadian Government and New Urban Agenda.
- 18.** The Government will implement the policies of the Housing Policy Paper being undertaken by the Ministry with responsibility for Housing at the time of the PDP Amended (2023).
- 19.** The Government will promote settlements that provide:
 - a) A variety of types of housing within communities;
 - b) Affordable housing options;
 - c) A mix of uses with amenities and services located within walking distance of residences;
 - d) Locations for public transport stops, transfer points or transport terminals;
 - e) Infrastructure for active transportation such as sidewalks, trails and shared use paths;
 - f) Accessibility for people with disabilities;
 - g) Appropriate amounts of open and landscaped space designed to meet the community's needs;
 - h) Locations for community gardens and farmers' markets; and
 - i) Community-based strategies to support climate crisis resilience and the use of renewable energy.

20. The Government will facilitate the provision of adequate shelter for all. This will include:

- a) Maximising opportunities to increase the supply of social and affordable housing within the context of the policies of this plan;
- b) Facilitating access to land which is constrained by tenure arrangements, using such tools as land adjudication and declaration of tenancies.
- c) Locating development adjacent to existing serviced communities and integrating Low Impact Development (LID) and Stormwater Best Management Practices (SBMP) approaches to reduce vulnerability to the climate crisis and increase resilience;

21. Development will be planned to incorporate a greater variety of housing types, tenures, forms, and sizes to reflect the needs of Barbados' changing demographics and smaller household sizes. This will include:

- a) Encouraging the development of multi-family housing such as townhouses and apartment/condominium buildings in appropriate locations, including in Centres and along Mixed Use and Tourism Corridors; and
- b) Prioritising residential development applications for types of housing that are underrepresented in the island's housing mix today, such as seniors' housing.

22. The Government will promote the development of age-friendly, sustainable, inclusive and accessible communities and reduce residential overcrowding. This will include:

- a) Encouraging seniors' housing to locate in Centres and Mixed Use Corridors close to amenities and services to meet daily needs;
- b) Promoting the development of new housing which is fully accessible to people with disabilities;
- c) Continuing to require that new developments and significant renovations in public spaces be accessible and encouraging the retrofitting of existing communities to improve accessibility;
- d) Requiring the installation of lighting in public spaces;
- e) Planning for the provision of 30,000 units of affordable housing over the next 10-30 years;

(Address by President Dame Sandra Mason to the Barbados House of Assembly and Senate February 5, 2022, p 9)

Key Concepts

Complete communities: Complete communities meet all the needs of residents' daily lives, including a range of housing types, diverse job opportunities, provision of goods and services, and community infrastructure like schools, healthcare, and recreational and open spaces. They are walkable, and provide easy access to public transportation. Complete communities are places where everyone, from children to seniors, can live a fulfilling life.

Healthy communities: A healthy community is one that provides its residents with physical, emotional, and social well-being. In the PDP, policies ensure that the development of Barbados actively encourages physical health (such as nutritious local food markets and cycling infrastructure), emotional health (such as green spaces and fulfilling employment opportunities), and social health (such as community gathering spaces and recreational facilities).

- f) Addressing conditions of overcrowding through the provision of new units of affordable housing; and
- g) Increasing housing climate crisis resilience in order to maintain access to potable water and electricity in the event of extreme weather events.

23. The Government will seek to ensure that basic infrastructure services, including the provision of potable water, efficient waste management, sanitation, health and emergency services, are provided for all.

24. The Government will support the provision of affordable housing by the National Housing Corporation (NHC) in accordance with the following policies:

- a) NHC developments will be considered on sites that meet the following criteria:
 - i) Located within lands that are serviced in terms of potable water and roads.
 - ii) Located in proximity to daily services and amenities; and
 - iii) Provide access to transportation choices including public transport.
- b) NHC developments will incorporate a mix of housing types including higher density units.

- c) NHC developments will be designed to create integrated developments that encourage a mix of market and non-market housing developments and connectivity between communities. In particular, developments will encourage active transportation and avoid backlotting of development.
- d) NHC developments will be encouraged to incorporate redevelopment or reuse of vacant or derelict properties in the Urban Corridor where ownership of these properties can be obtained and to prioritize locations adjacent to existing communities to take advantage of existing infrastructure, services and transit.
- e) NHC developments will be encouraged to incorporate renewable energy technologies for micro-generation to support housing affordability.

25. An urban renewal plan will be implemented through the Urban Development Commission, Rural Development Commission, and NHC. One of the principal objectives of the plan is to create new, improved climate resilient and affordable housing in revitalised communities. This will be achieved by:

- a) PDD working with the Ministry responsible for housing and related agencies to identify areas for urban renewal and implement other strategies for the delivery of affordable housing, repair, etc;



➤ Apartment housing , Country Road, Bridgetown

- b) Encouraging the sale of land on non-plantation tenancies in urban areas to qualified tenants at a subsidised rate of \$2.50 per sq. ft. for the first 5,000 square feet;
- c) Promoting the reuse of vacant residential lots and vacant residences through the Derelict Housing Programme; and
- d) Constructing, and promoting the construction of terraced, semi-detached and other forms of housing, which are designed to produce increased densities on existing vacant and underutilised lands;

Concomitant to this programme is the Rural Tenancies Programme, which enables qualified tenants residing on non-plantation tenancies in the rural parishes to purchase land at the same subsidised rate.

26. The Government will continue to invest in the rehabilitation of Community Improvement Areas. Community Improvement Areas may include under-served or poorly maintained residential neighbourhoods, clusters of vacant and/or derelict buildings or other blighted areas. Community Improvement Areas include:

- Bridgetown:
 - Synagogue District
 - Nelson/Wellington St
 - Delamere Weymouth
 - The Garden Land
 - Westbury
 - New Orleans/Cats Castle/Mahogany Land/Chapman Street
 - Bank Hall
- Speightstown
 - Mango Lane
 - Major Walk/Sand Street
- Holetown
 - Back of First Street Area
 - Trents/Porters Neighbourhood
- Oistins
 - Scarborough Neighbourhood
 - Ashby Neighbourhood
 - Keizer Hill Neighbourhood

27. Unauthorised occupation of land, such as informal settlement areas, shall not be permitted.



> Housing, Warrens, St. Michael

Social and Community Facilities

- 28.** Social and community facilities, identified on Map 3, will be planned to address climate crisis resiliency and disaster risk reduction.
 - a) Where possible, new social and community facilities will be developed outside of flood susceptible areas or other hazards.
 - b) New social and community facilities will be required to incorporate site plan and design measures for climate crisis resiliency.
 - c) New social and community facilities should be planned to function as emergency shelters for surrounding communities.
- 29.** Wherever possible, community facilities will be sited in Regional or Local Centres, recognising that they are an important part of complete and healthy communities.
- 30.** The Government and respective Ministries must consult with the Director of Planning and Development prior to selecting a site for a new community facility, in order to ensure that it is appropriately located, planned and designed with respect to population needs and requirements.
- 31.** Where possible, social service and community facilities, public services and amenities should be grouped together, potentially sharing buildings, sites and parking.
- 32.** New social service and community facilities will be required to be accessible to persons with disabilities and the elderly.

Education Facilities

- 33.** It is not envisaged that new school buildings to serve the local population will be required over the plan period. However, should new schools be proven to be required, these should be located based on the following criteria:
 - a) On sites within the Urban Corridor. If a suitable site cannot be found, new schools may be permitted to locate on sites that are contiguous to the Urban Corridor and well served by transportation options;
 - b) On sites that are outside of areas at risk to natural hazards; and
 - c) With consideration to concentrations of population.
- 34.** The potential for integrating other community facilities on-site should be considered when allocating the budget for the refurbishment or renovation of existing schools.
- 35.** The Government will continue to promote the amalgamation of primary schools in districts where the primary school age population is falling and existing facilities are underused.
- 36.** New educational facilities will be required to incorporate design measures for ease of access and mobility for persons with disabilities.



MAP 3: Social and Community Facilities

Health Facilities

37. Consideration should be given to the relocation of the Gordon Cummins Hospital, which is also intended for replacement, to a more accessible location.
38. As shown on Map 3, a location has been identified for a potential new hospital at Kingsland. This location will be protected for this purpose.
39. Private health clinics and new polyclinics will be encouraged to locate in Regional or Local Centres in proximity to other central community facilities where they can serve the surrounding communities.

Sport Facilities

40. The Sir Garfield Sobers Complex is a multi-purpose facility for sporting disciplines and social events. Given the predominance of residential development in the surrounding areas and its proximity to the ABC Highway, future development of the Complex should, wherever possible, be multi-purpose in nature. Due consideration should be given to any adverse impacts of further development on the nearby residential communities, road network and traffic management.
41. Development applications in support of future expansion of the National Stadium, including the provision of increased seating and enhanced ancillary facilities, should adequately address concerns related to safety, traffic, lighting, noise, visual amenity and the surrounding Groundwater Protection Zone.
42. An Environmental Impact Assessment will be required for any development of a sporting complex to ensure that potential negative impacts such as noise, dust and traffic disruption are adequately mitigated.

Police and Fire Facilities

43. New police stations and other facilities such as Magistrates' Courts will be encouraged to locate in Regional and Local Centres.
44. A new fire station has been proposed in the parish of St Peter and/or St Philip. This facility should be located to maximise response times, reduce the burden on operational capacity of existing stations and protection of public health and safety.
45. Where possible, the Government will encourage the development of Emergency Medical Response (Paramedics) Facilities, fully integrated with the Fire Department.

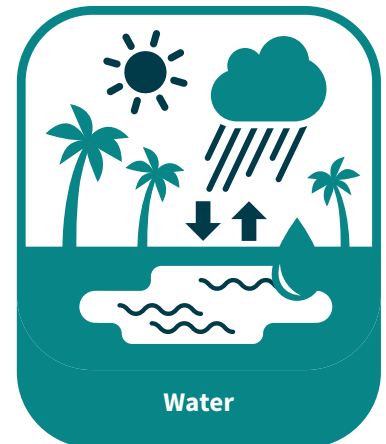
Post Office, Libraries, Community Centres

46. New post offices, libraries and community centres will be encouraged to locate in Regional and Local Centres and, where possible:
 - a) Incorporate adaptive reuse of public and heritage buildings; and
 - b) Co-locate in a single municipal complex.
47. The distribution of post offices, libraries and community centres should be based on population service areas, rather than on the parish system.
 - a) Priority should be placed on establishing a new library in the northern parishes or St. Thomas, where there is no functioning public library at the moment. Regional Centres Speightstown and Belleplaine and Local Centres Mile and a Quarter, St. Lucy Parish Church (Pickering), Rock Hall, and Welchman Hall are all potential sites.

➔ 2.2

Protecting Core Assets

Barbados has a number of Core Assets that are integral to the long-term health and prosperity of the island. These include food and agricultural lands, the natural heritage system, water resources, the National Park, cultural heritage assets and community cores. Identifying and protecting these core assets, and building resilience in the context of a worsening climate crisis, is at the heart of the amended PDP's rationale for directing growth and new development in a more sustainable manner. For some assets, this is also a strategy to address scarcity, including food, water and land. The PDP Amended (2023) identifies some areas that should be restricted for new development to conserve and protect sensitive core assets, and other areas where new development and investment should be focused to capitalise upon and enhance existing settlement, communities and infrastructure.





➔ 2.2.1

Food and Agriculture

Barbados is a food scarce country with high levels of net food imports and minimal days of on-island supplies. The value of its food imports has reached nearly BBD\$600 million annually (2014). At the same time, the amount of agricultural land has declined from 44% of the island in the 1980s to a total of 26.5% or just over 28,000 acres today, well below the Government’s minimum agricultural land allocation requirement of 30,000 acres (provided by the Ministry of Agriculture, Food and Nutritional Security). This situation is not only economically unsustainable, but it severely reduces the resiliency of the island when the impacts of the climate crisis and severe weather events are considered. Achieving food and nutrition security and sovereignty is recognised as one of Barbados’ highest priorities.

In 2011, over 50% of food imports were comprised of products such as vegetables, fruits, root crops, meat and fish, all of which can be produced locally. Barbados could achieve significant reductions in the food import bill and consequent foreign exchange savings by substituting local products. Increasing value added agricultural activities on the island would help to reduce imports of processed foods as well as support a competitive and economically viable agri-food sector and create jobs.

The local fishing industry is an important contributor to local food and food sovereignty, and an area of economic activity and employment dominated by vibrant small businesses and self-employed fisherfolk. Across the Island there are 30 fish landing sites, including eight fish markets that serve an estimated 1,000 fishing vessels, employing 6,200 persons. Annual fish landings range from 3000-6000 metric tonnes and contribute \$13.2 million in ex vessel catch value and \$46.2 million in value added products. Barbadian fisher-folk catch about half the local fish demand. Yet, the fisheries sector today is challenged with inadequate physical infrastructure, such as landings, vending facilities, handling and boat repairs.

Fresh and nutritious food is also important for the prevention of chronic non-communicable diseases. Improving the health of Barbadians requires the provision of alternatives to the processed foods often found in grocery stores. Healthy local foods should be affordable and easily accessible in communities across the island.

In the context of climate crisis and as enabled through the Water Reuse Act (2023), water reuse and extension of water

pipelines provides opportunities to improve arable lands within IRDP areas and Food and Agriculture lands that may not previously have had access to irrigation.

This chapter is comprised of five sections:

- **Overarching Policies**
- **Food and Agriculture Protection Layers**
- **Fisheries**
- **Development Adjacent to Food and Agricultural Land**
- **Value Added Opportunities**

Overarching Policies

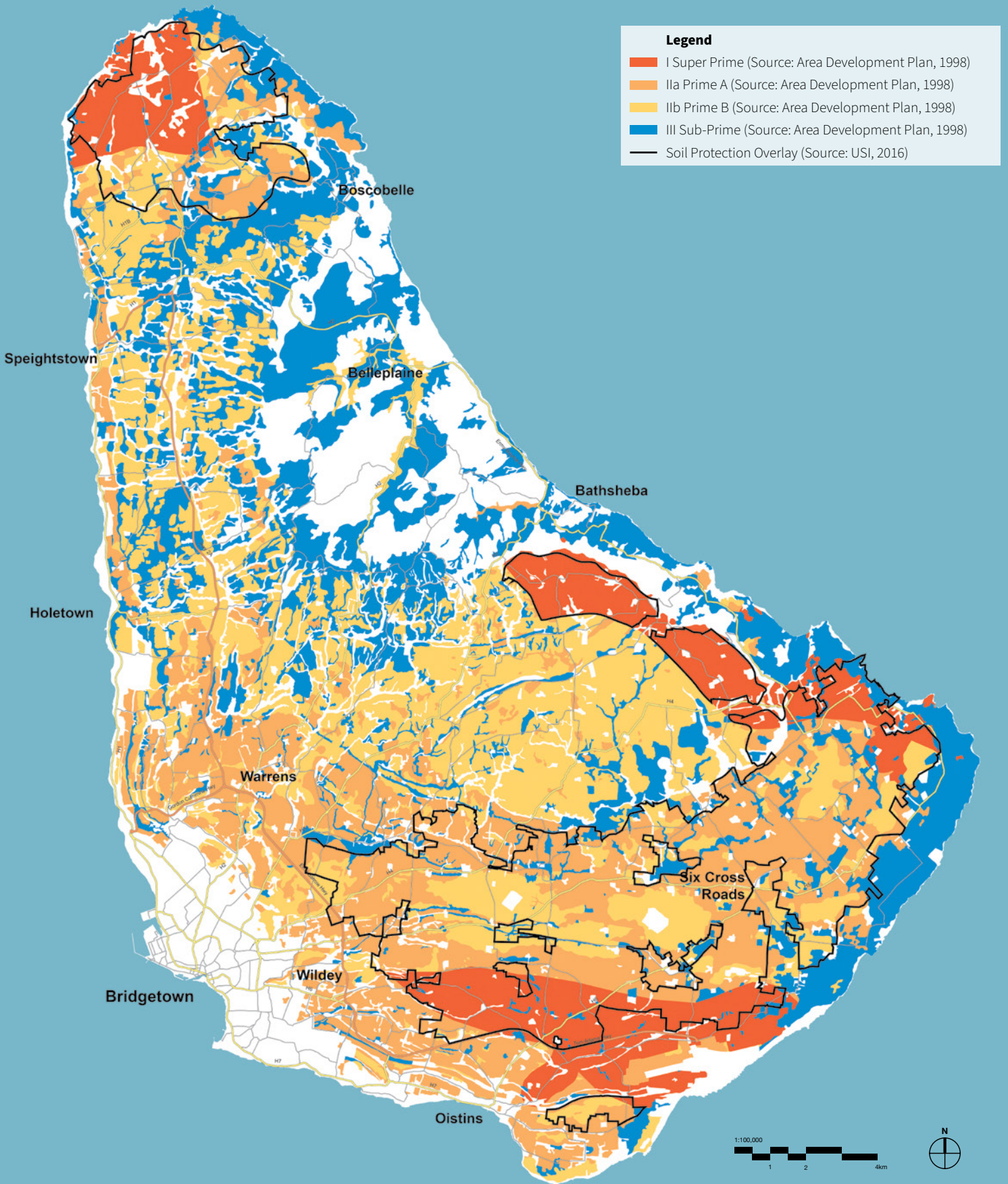
The policies in this section aim to support the food and agricultural sector in Barbados, with the ultimate goal of ensuring a healthy, resilient and food sovereign nation.

1. The Government will promote a viable food and agricultural sector, recognising its important role in food security, climate crisis resilience, the national economy and healthy communities. This will include:
 - a) Protecting the agricultural land base from conversion to other primary land uses and fragmentation;
 - b) Ensuring that agricultural practices are sustainable and designed to protect and preserve natural resources;
 - c) Increasing food security and sovereignty through continued emphasis on crop diversification and by striving to substitute domestic food production for imported food products where possible; and
 - d) Promoting research into new agricultural practices and technologies, including intensive agriculture practices, that will increase diversification and improve the efficiency, profitability and sustainability of the sector.

Key Concepts

Food security: A situation that exists when people have secure access to sufficient amounts of safe and nutritious food for normal growth, development and an active and healthy life. Food insecurity may be caused by the unavailability of food, insufficient purchasing power, inappropriate distribution, or inadequate use of food at the household level.

Food sovereignty: Refers to national self-sufficiency in a country’s food production, processing, and distribution system. A nation with food sovereignty does not need to rely on imports to meet the needs of its population.

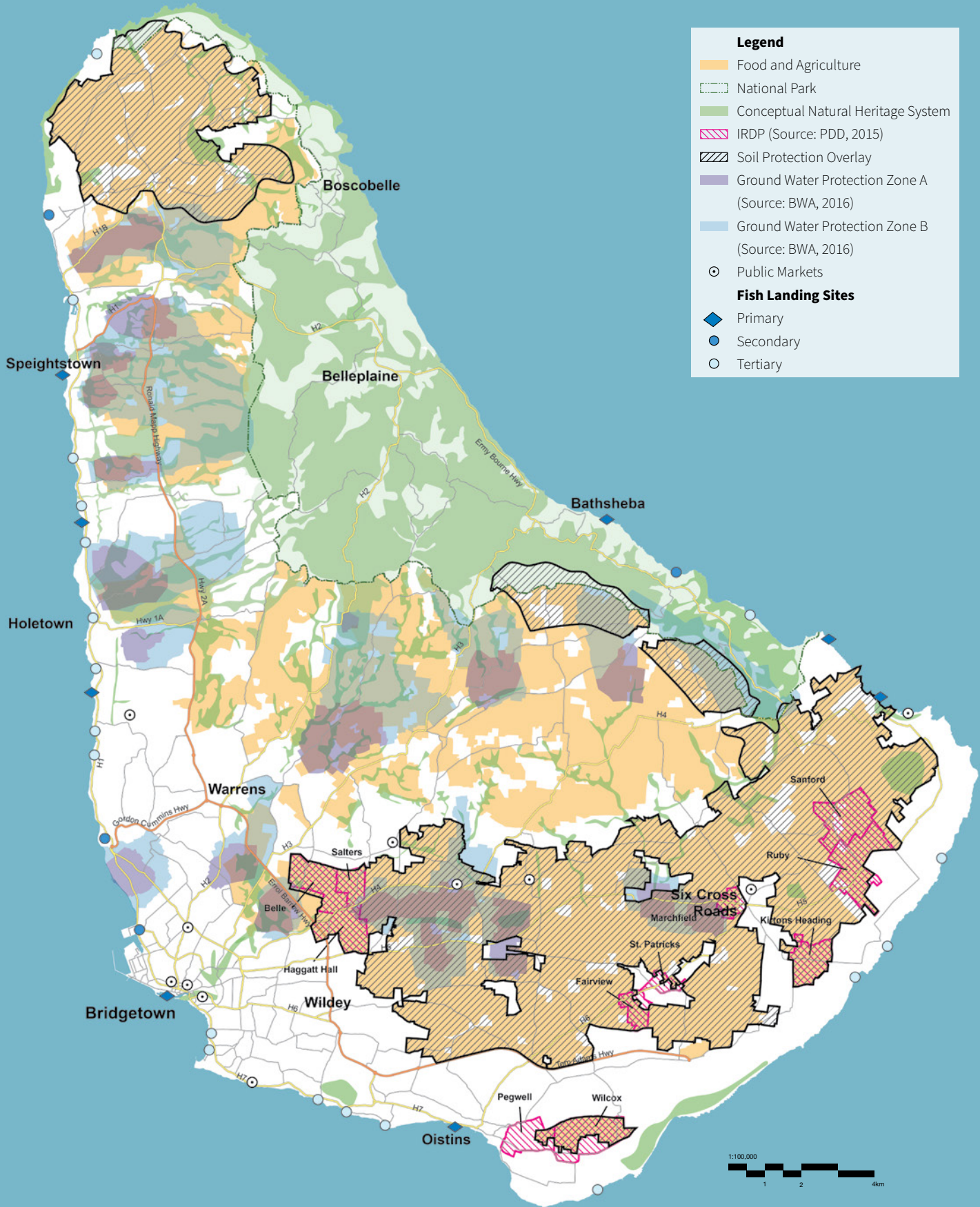


MAP 4:
Agricultural Land Classification

2. The Government will consider environmental sustainability and climate crisis resiliency in the food and agricultural sector. These policies align with Agriculture and Climate Change Policy (2022) and recognize the potential for co-existence of agricultural and renewable energy uses. The Government will promote:
 - a) The use of agricultural management best practices, including biological pest control, to minimise the negative impacts of agricultural activity, notably the use of pesticides and herbicides;
 - b) Farming practices that seek to reduce the volume of agricultural waste;
 - c) The production of more resilient crops and varieties as a climate adaptation measure; and
 - d) Risk mitigation measures including water storage, rainwater harvesting, improved drainage, stormwater management and efficient irrigation.
3. The Government will plan for the full spectrum of food production and other agricultural crops by:
 - a) Using the data compiled through the Agricultural Census to assist in the review process of the PDP, as detailed in Section 5.7. This Census provides an inventory of activities related to all forms of agricultural production, including lands in rotation, in a GIS form that is compatible with the National Mapping system in the PDP. This survey should be kept up to date and be used as a reference in ongoing land management practices and land use changes proposed in the Working Landscape area;
 - b) Prioritising and protecting the use of the highest classes of agricultural land for the growth of food crops;
 - c) Supporting livestock operations appropriate to the context and with appropriate separation distances to avoid land use conflicts;
 - d) Promoting organic farmers and the organic farming sector;
 - e) Supporting a sustainable fishing industry;
 - f) Supporting the use of gullies for growing food such as fruit;
 - g) Initiating a National Seed Bank;
 - h) Recognising the historic and ongoing role of the sugar cane sector across the island and related rotation crops;
 - i) Supporting the growth of niche agricultural industries such as “Sea Island” cotton;
 - j) Promoting urban and intensive agriculture within the Urban Corridor and Stable Suburban Areas; and
 - k) Creating strategies to address the challenges associated with praedial larceny.

Food and Agriculture Protection Layers

4. An adequate supply of viable agricultural land will be protected to ensure the food security and sovereignty of Barbados. There are four types of protections that work together to support food and agricultural production, as detailed on Map 5:
 - a) The **Food and Agriculture** land use designation;
 - b) The **Soil Protection Overlay**;
 - c) The **Integrated Rural Development Programme (IRDP)** policy areas; and
 - d) **Food Production Zones**.
5. Agricultural uses will be protected on lands within the **Food and Agriculture** land use designation, in accordance with Section 3.1. The intent of the Food and Agriculture land use designation is to:
 - a) Accommodate food production and other agricultural uses with a priority on growing local food;
 - b) Protect large, contiguous agricultural areas to enable efficient agricultural protection and support the food and agricultural sector; and
 - c) Restrict the change of land to any other use unless the criteria set out in Section 3.1 are met.
6. Lands within the **Soil Protection Overlay** represent an irreplaceable resource and will be protected over the long term for food production and other agricultural uses. The Soil Protection Overlay has been identified based on the following criteria: the availability of the best agricultural land, suitability under projected climatic conditions, access to or potential for irrigation water and the provision of the support services necessary for the efficient production of food crops. Within the Soil Protection Overlay:
 - a) Conversion of land to a primary land use that is non-agricultural will not be permitted.
 - b) The Government will encourage the return of idle lands to agricultural production including, but not limited to, exploring incentives for farmers and landowners to do so.
 - c) Installation of renewable energy technologies for micro-generation will be permitted within the Soil Protection Overlay, in accordance with the policies of Section 3.1.2.6.
 - d) Large Scale Renewable Energy Projects (PV) are generally not permitted in Soil Protection Overlay unless it can be demonstrated through an Agricultural Impact Assessment that there is no negative impact on agricultural production on those lands or surrounding lands and the project is in compliance with Technical Guidance documents.



Legend

- Food and Agriculture
- National Park
- Conceptual Natural Heritage System
- IRDP (Source: PDD, 2015)
- Soil Protection Overlay
- Ground Water Protection Zone A (Source: BWA, 2016)
- Ground Water Protection Zone B (Source: BWA, 2016)
- Public Markets

Fish Landing Sites

- Primary
- Secondary
- Tertiary

MAP 5:
Food and Agriculture

7. Agricultural uses will be protected in **IRDP** policy areas to make best use of the Government's investment in irrigation in these areas. Within IRDP policy areas:
- There will be no change in the use of existing buildings located on the lots.
 - There will be no change of the use of land.
 - One dwelling house only will be permitted per lot.
 - There will be no increase in the capacity of any dwelling house beyond a two-family unit.
 - small scale subdivision of IRDP parcels may be considered where the primary land use remains agriculture; any existing or new lot is a minimum of 1 acre in size; and the lot is brought into or is continued to be used for agriculture practices.
 - There will be no erection of structures on existing irrigation pipelines.
 - The return of idle lands to food and agricultural production will be encouraged.
 - IRDP lots that are not currently farmed will be considered as opportunities to implement the Land for the Landless programme through lease arrangements to ensure the lands remain for agricultural use over the long term.
 - Pilot projects related to urban agriculture and intensive agricultural practices will be considered.
8. The Government will support the implementation of the National Agricultural Policy with regard to Food Production Zones.
- The purpose of **Food Production Zones** will be to:
 - Mobilise a group of modern farmers who are committed to agriculture and food production;
 - Achieve a measure of food security by reserving lands for food production; and
 - Act as the nuclei of agricultural activity to stimulate agricultural production in the surrounding districts.
 - Food Production Zones will include the following elements:
 - A research and development component that defines the crops to grow, the most appropriate technologies and production systems;
 - An agricultural extension component that provides the technical and market information necessary for high productivity;
 - A public information system that educates the community on the project and on the benefits of the consumption of local foods;
- A marketing component that coordinates the marketing of the products of the Food Production Zone;
 - A financial component that directs farmers to sources of funding and provides business management, record keeping and financial education for farmers; and
 - An organisational component that develops and strengthens farmers' organisations focused on the Food Production Zones.
- c) The following criteria will be used to identify Food Production Zones:
- Presence of irrigation facilities; and
 - Presence of an established community of commercial farmers.
- d) Areas within the following candidate sites will be considered:
- St. John

- Bath	- Ashford
- Victoria	- Society
- Colleton	- Easy Hall Estates
- Malvern	- Claybury
- Todds, Pool, Henley	- Bowmanston
- Clifton Hall, Lemon Arbor, Wakefield	
 - St. Lucy

- Hope/Spring Hall/Friendship	
- Crab Hill	- Barrows/Bourbon
- Mount Gay	- Pickerings
 - St. George

- Birghton	- Buckley/Jordans
- Boarded Hall, Stepney	- Buttals, Windsor
- Constant	- Cottage
- Draxhall	- Mount
- Valley	- Woodland
- Hanson	
 - Christ Church

- Hopefield	- Hannays, Lower Grey
- Lowthers	- Bannatyne
- Newton, Yorkshire, Searles	- Adams Castle
- Kingsland Estates	- Newton
 - St. Philip

- Foursquare	- Carrington, Chapel
- Edgecomb, Halton	- Palmers
- Thickets	- Vineyard, Pollard
- Woodbourne	- River
 - St. Thomas

- Walkes Spring	- Strong Hope
- Mt. Wilton	- Dunscombe
- Dukes	- Hopewell
- Fisherpond	- Vauclause

Fisheries

9. The Government will support the fisheries sector as a vital component of the economy and contributor to food security and sovereignty.
 - a) Land use and infrastructure decisions related to fisheries will take guidance from the Fisheries Sector Management and Development Policy 2013 and the Strategic Actions Plan.
 - b) Fish landing sites, boat hauling, launching and boat repair facilities identified on Map 5 will be maintained, upgraded and served with adequate infrastructure.
 - c) The Government will continue to encourage the use of renewable energy sources for on-board power within the fishing fleet.
 - d) Ecosystem-based management of the island's marine and coastal resources will support a sustainable fisheries sector by seeking to ensure the health of fish stocks and their habitat and preserve the biodiversity of the marine environment.
 - e) The Government will promote value added activities in the fisheries sector by providing infrastructure for post-harvest activities.

Development on or Adjacent to Food and Agricultural Land

10. In accordance with policy 2.2.1.6 a), conversion of land in the Soil Protection Overlay to non-agricultural uses will not be permitted.
11. Lands designated for Food and Agriculture outside of the Soil Protection Overlay are also important to the agricultural land base of Barbados and should be protected for agricultural use. On these lands, a change of land use or Plan of Subdivision to create more than 10 new residential lots will only be permitted if the criteria of policy 2.1.12 are satisfied.
12. A Scoped Agricultural Impact Statement will be required for applications on or adjacent to lands designated for Food and Agricultural use for a change of use or subdivision of agricultural land for a site greater than two acres or more than 5 residential lots to determine impacts on or incompatibilities with the agricultural use.
13. Applications on or adjacent to lands designated for Food and Agricultural use for a change of use or subdivision of agricultural land for a site greater than four acres or more than 10 residential lots will require an Agricultural Impact

Assessment to determine impacts on or incompatibilities with food and agricultural uses and identify appropriate mitigation measures.

14. Scoped Agricultural Impact Statements and Agricultural Impact Assessments will be prepared in accordance with Section 5.
15. Through the Planning Obligations mechanism, Food and Agricultural lands may be obtained and used for Affordable Housing according to the following criteria:
 - a) The lands are contiguous with or on the periphery of an existing community or settlement area;
 - b) Lands can be serviced in a sustainable and resilient manner;
 - c) The location/introduction of residential use will not:
 - i) Fragment Agricultural lands to the extent that agricultural production is compromised;
 - ii) Create land use compatibility issues (noise, odour, dust) with surrounding Agricultural uses; and
 - d) the lands are not in a Soil Protection Overlay zone.
16. New development adjacent to Food and Agricultural land will:
 - a) Only be permitted if it can be demonstrated that surrounding agricultural operations have the ability to carry on normal farm practices and development will not adversely impact farming practices; and
 - b) Provide sufficient buffers to mitigate land use conflicts with farming operations to the extent feasible and to the satisfaction of the Director of Planning and Development, in consultation with the Ministry responsible for Agriculture. This would depend on the size and nature of the proposed use, the existing agricultural uses, and on any buffering factors between them. For example, gullies, roadways and other prominent features may be helpful in defining and screening a non-agricultural use from surrounding farms.
17. The Government will support the use of lands designated for Food and Agricultural use for compatible renewable energy uses, in accordance with the policies of 3.1.2.6.

Value Added Opportunities

18. The Government will promote value added activities in the food, agriculture and health sectors. This will include:
 - a) Encouraging food processing and distribution facilities and related opportunities;

- b) Promoting diversification related to production and processing of food and other agricultural products; and
 - c) Supporting organic agriculture.
- 14.** The Government will support infrastructure for the food and agricultural sector to improve conditions and provide opportunities for distribution and value added activities. This will include:
- a) Maintaining and improving transportation access and infrastructure to agricultural lands;
 - b) Providing drainage and irrigation infrastructure;
 - c) Planning for cooperative infrastructure such as distribution centres, abattoirs, and canning/ processing facilities;
 - d) Directing agricultural infrastructure to locate in proximity to agricultural lands; and
 - e) Identifying locations for farmers' markets in Centres and Rural Settlements.
- 19.** The Government will continue to promote the development of local food markets, farmers' markets, community gardens and kitchen gardens as a way to encourage healthy food options and develop the local food economy.
- 20.** Opportunities for urban agriculture will be encouraged within the Urban Corridor, Stable Suburban Area and Rural Settlements. These will include:
- a) Intensive agriculture;
 - b) Community gardens, including as a temporary use on vacant lots, with the express permission of the landowner;
 - c) Kitchen gardens; and
 - d) Rooftop gardens.
- 21.** Renewable energy will be considered on Food and Agriculture lands in accordance with the policies of Section 3.1.

Key Concept

Value added agriculture: Activities that take a raw agriculture product and process it in a manner that enhances its value. Examples include creating necklaces and handbags from fish skin or processing sheep's milk into cheese.





➔ 2.2.2

Natural Heritage System

The Barbados Natural Heritage System is a core asset defined using an ecosystem approach to the protection, conservation and restoration of the components of the environment. The recognition of a National Natural Heritage System enables the protection and enhancement of the quality of the natural environment through soil and groundwater conservation, protection of land and marine biodiversity, and the prevention of air, land and water pollution. The implementation of the Roofs to Reefs Programme will advance conservation efforts that will help reduce pollution and protect the natural heritage system.

The NHS plays a key role in the conservation and enhancement of biodiversity. Biodiversity provides the necessities of life. It provides clean water, air and fertile soil. Biodiversity conservation is key to ensuring a healthy environment and productive economy.

Adopting an ecosystem approach to the Natural Heritage System provides a strong foundation to advance public awareness and appreciation of the essential linkages between the environment, quality of life and sustainable development. As a core asset identified within the PDP Amended (2023), the Government will protect, maintain and enhance the Natural Heritage System in urban and rural environments and seek to minimise adverse impacts arising from new development. The Natural Heritage System should also be recognised as contributing to the green and blue economy, providing an essential foundation for employment through the appropriate use of renewable resources to support sustainable jobs and livelihoods.

The Natural Heritage System chapter is comprised of five sections:

- **Overarching Policies**
- **The Climate Crisis and Risk Reduction**
- **Components of the Natural Heritage System**
- **Coastal Zone Management**
- **Natural Hazards**

Overarching Policies

1. The Barbados Natural Heritage System (NHS) outlined in Map 6 will be regarded as one of Barbados' irreplaceable and significant core assets.
2. The NHS will be conserved, restored and managed to capitalise on its valued ecological functions and to provide an improved quality of life for current and future generations of Barbadians.

3. Water is a core and scarce asset in Barbados, one that is an intrinsic part of the NHS. Restorative efforts, such as increasing vegetative cover, which enhance the potential for infiltration will be encouraged.
4. Development and land use across the island and in particular within or adjacent to the NHS will take into account the risks and impacts of the climate crisis and opportunities for disaster risk reduction.
5. The Roofs to Reefs Programme will help enhance the quality of the natural heritage system through conservation efforts and the reduction of ecosystem pollution.
6. An ecosystems approach, which considers the integration of terrestrial, coastal and aquatic systems, will be advanced. Proposed Terrestrial Zones will complement the defined Coastal Zones. Nature-based solutions will be promoted, using this understanding, to enhance the conservation and restoration of the Natural Heritage System and increase resilience. Ongoing work, referenced in Figure 3, related to proposed terrestrial landscape sub-areas will inform the National Heritage System mapping and policy in future PDP Updates.
7. The National Park will be recognised for its important role as an anchor to the Natural Heritage System. The successful conservation and restoration practices of the Soil Conservation Unit and Natural Heritage Department provide precedent for implementation of the NHS in other areas of Barbados.
8. Stewardship and partnership opportunities will be developed between government, communities, ENGOS (e.g., Future Centre Trust), institutions (e.g., UWI, Bellairs Research Institute), specific entities (Barbados Hiking Association, Barbados Sea Turtle Project), and the private sector to advance natural heritage conservation and management efforts across the island.

Key Concepts

Roof to Reefs (R2R): A holistic, integrated national initiative for the resilient development of Barbados. The R2R programme provides for responses at the individual, community and country levels and presents an integrated public investment programme founded on principles of sustainable development and climate crisis resilience.

Resiliency: The ability to anticipate, prepare for and respond to hazardous events, trends or disturbances related to climate. (Climate Resilience Portal of the Center for Climate and Energy Solutions)

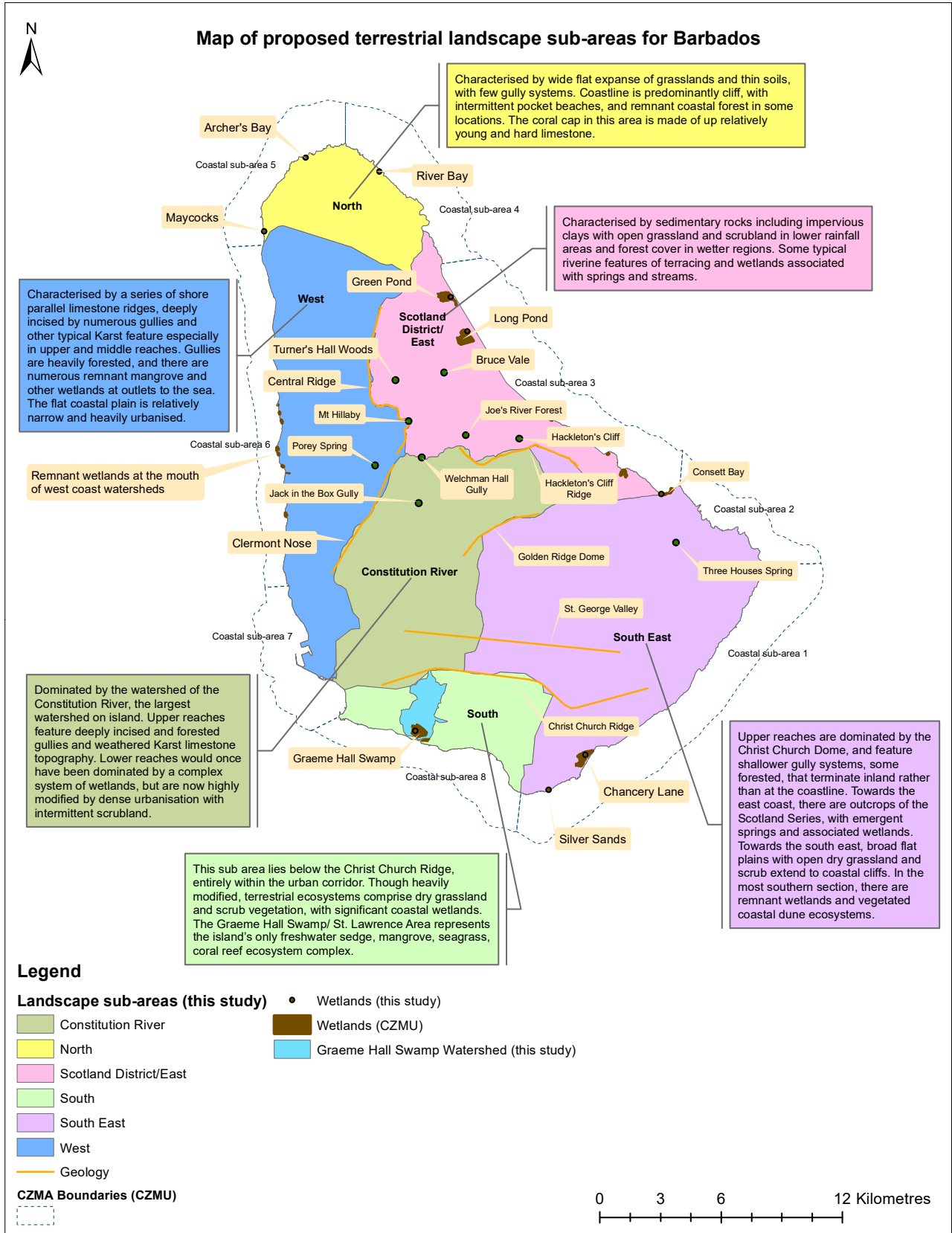


FIGURE 3. Landscape Sub-Areas (Source: Degia, AK, Marshall, RD, and Small, M.)

Natural Heritage Conservation Areas (OS2):

Land:

1. Graeme Hall Swamp and Beach
2. Harrison's Cave Zone of Special Environmental Control
3. Chancery Lane Swamp
4. Welchman Hall Gully
5. Jack in the Box Gully
6. Drill Hall Beach
7. Heywoods Mangrove Swamp and Sand Street Beach
8. Natural Heritage Conservation Area within the National Park

Marine:

9. Graeme Hall Seagrass Bed and Reef Ecosystem
10. Folkestone Marine Reserve
11. Carlisle Bay Marine Management Area
12. Rockley Breakwater
13. Rockley to Carlisle Bay (potential)
14. Kitridge to Crane Bay
15. Conset Point
16. Salt Cave Point to Conset Bay (potential)
17. Archers Bay to Maycock's Bay (potential)
18. Folkestone Marine Reserve Extension (potential)

Natural Heritage

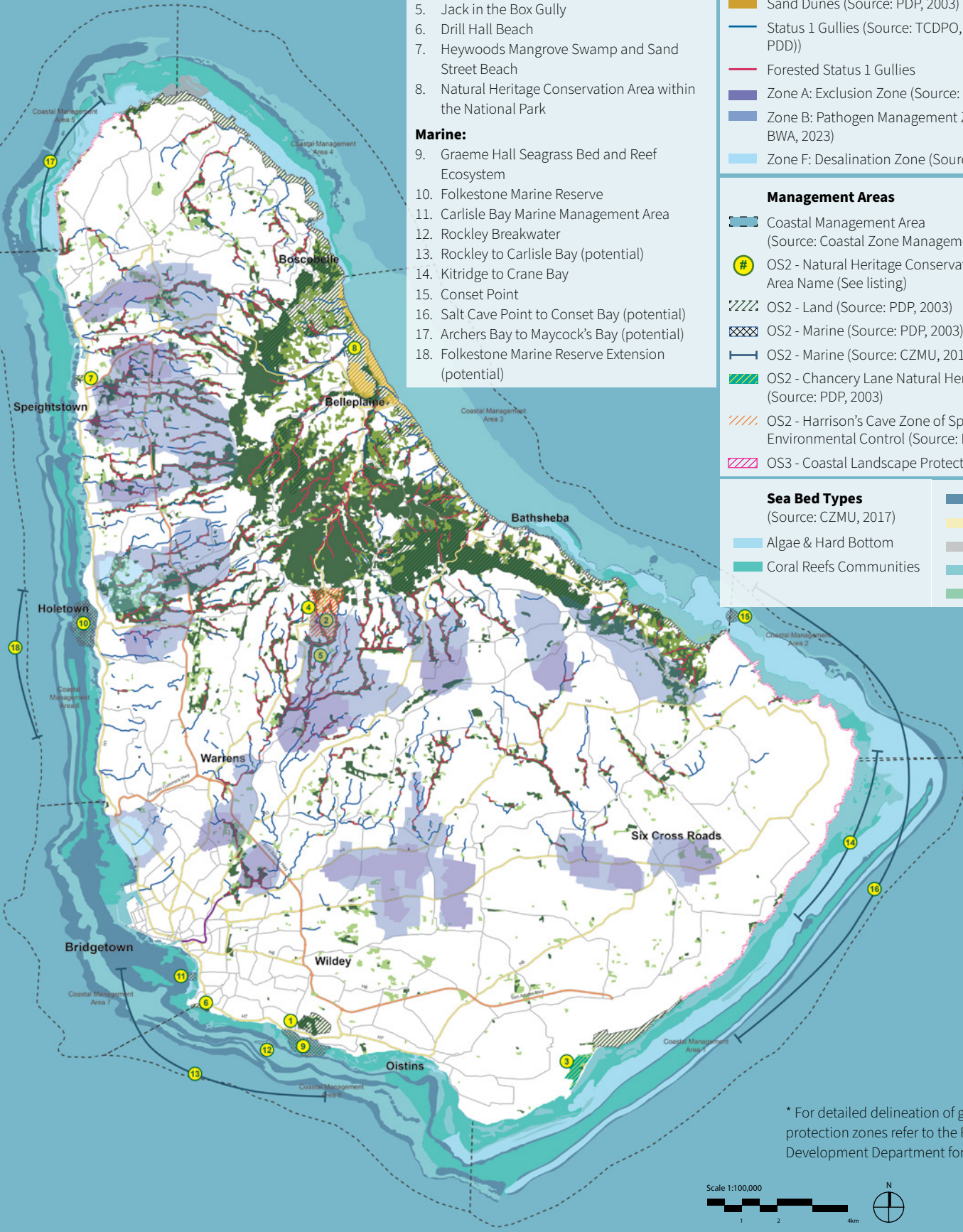
- Forest > 7m (Source, CZMU 2015)
- Emerging Forest in National Park 4-7m (Source, CZMU 2015)
- Emerging Forest Outside National Park 4-7m (Source, CZMU 2015)
- Sand Dunes (Source: PDP, 2003)
- Status 1 Gullies (Source: TCDPO, 2015 (Now PDD))
- Forested Status 1 Gullies
- Zone A: Exclusion Zone (Source: BWA, 2023)
- Zone B: Pathogen Management Zone (Source: BWA, 2023)
- Zone F: Desalination Zone (Source: BWA, 2023)

Management Areas

- Coastal Management Area (Source: Coastal Zone Management Plan, 2020)
- OS2 - Natural Heritage Conservation Area Name (See listing)
- OS2 - Land (Source: PDP, 2003)
- OS2 - Marine (Source: PDP, 2003)
- OS2 - Marine (Source: CZMU, 2017)
- OS2 - Chancery Lane Natural Heritage Area (Source: PDP, 2003)
- OS2 - Harrison's Cave Zone of Special Environmental Control (Source: PDP, 2003)
- OS3 - Coastal Landscape Protection Zone

Sea Bed Types

- Hard Coral (Source: CZMU, 2017)
- Manmade
- Rock
- Sand
- Seagrass
- Algae & Hard Bottom
- Coral Reefs Communities



* For detailed delineation of groundwater protection zones refer to the Planning and Development Department for more details.



The Climate Crisis and Disaster Risk Reduction

9. The NHS will be valued as a means of mitigating the effects of the climate crisis and the related risks of natural disasters. It contributes to climate crisis adaptation through the conservation of a range of ecosystem services (provisioning, protection, regulation, listed below) that will in turn confer reduced vulnerability to, and enhance resiliency of, human populations, infrastructure, and sectoral undertakings in the face of evolving natural hazard and climate crisis threats.
- Provisioning through:
 - i) Water conservation (reuse, infiltration and storage);
 - ii) Food security and sovereignty;
 - iii) Habitat and biodiversity; and
 - iv) Renewable energy.
 - Protection by:
 - i) Flood risk reduction;
 - ii) Land stabilisation/landslide risk reduction;
 - iii) Storm surge mitigation; and
 - iv) Risk mitigation measures.
 - Regulation related to:
 - i) Coastal water quality (quality and quantity of surface water runoff); and
 - ii) Temperature moderation.

Components of the Natural Heritage System

10. The Barbados NHS is comprised of Key Components and Supporting Components. Key Components are the more significant and sensitive natural features with important associated functions, and they are the subject of policies oriented towards their conservation and restoration. Supporting Components are existing and potential features with associated functions that require a secondary level of conservation.
- a) Key Components of the NHS are:
- i) Forested and naturally vegetated gullies;
 - ii) Forests (existing vegetation over 7m);
 - iii) Emerging forests (existing vegetation 4-7m) in the National Park;

Key Concepts

Climate crisis adaptation: Initiatives and measures to reduce the vulnerability of natural and human systems against actual or expected effects of the climate crisis.

Disaster risk reduction: Disaster risk reduction is aimed at preventing new and reducing existing disaster risk and managing residual risk, all of which contribute to strengthening resilience and therefore to the achievement of sustainable development. The United Nations endorsed Sendai Framework for Disaster Risk Reduction 2015-2030 aims to achieve “The substantial reduction of disaster risk and losses in lives, livelihoods and health and in the economic, physical, social, cultural and environmental assets of persons, businesses, communities and countries”.

- iv) Coastal and inland wetlands (addressed through policies in Section 4.3 OS2 - Natural Heritage Conservation Areas);
 - v) Coral reefs;
 - vi) Mangroves;
 - vii) Key habitat areas;
 - viii) Species at risk;
 - ix) Sea cliffs and sea rocks (addressed through policies in OS2 Natural Heritage Conservation Area within the National Park and OS3 Coastal Landscape Protection Zone outside the National Park).
 - x) Karst formations and cave systems;
 - xi) Rivers; and
 - xii) Sand dunes and natural beaches.
- b) Supporting Components of the NHS are:
- i) Other gullies; and
 - ii) Regenerating forests (4-7 m) outside the National Park.

11. Barbados’ groundwater resources are also recognised as part of the Natural Heritage System and for having a strong interdependency with many of the Key and Supporting Components. Policies for the protection of groundwater resources can be found in Section 2.2.3.

12. Natural Heritage Conservation Areas have been established and are intended to protect one or more NHS components from potentially incompatible development. The locations of Natural Heritage

Conservation Areas are shown on Map 6 and Map 15. Development in Natural Heritage Conservation Areas will be subject to the policies of Section 4.3 OS2 - Natural Heritage Conservation Areas.

Delineation of the Natural Heritage System

13. The approximate limits of the NHS and the Key Components and Supporting Components that can be mapped are shown on Map 6: Natural Heritage System.

14. Some components of the NHS have not been fully mapped and/or are dependent upon additional information. The following policy direction applies to the latter components:

- a) Key habitat areas are those wildlife habitats where species concentrate at a vulnerable point in their annual or life cycle and areas which are important to migratory and nesting species. Examples include sea turtle nesting beaches, migratory shorebird stopover habitat, and habitat areas that are important for the survival of species at risk.
- b) Species at risk include those that are:
 - i) At risk of local extirpation and extinction;
 - ii) Limited in numbers and/or distribution nationally and/or in the Caribbean Basin; or
 - iii) Under significant pressure from human and/or natural threats.
- c) A provisional list of those species is maintained and periodically updated by the Natural Heritage Department. The occurrences and habitat areas for these species may not be fully identified and/or mapped.
- d) The PDD, Natural Heritage Department and Ministry responsible for the Environment and Drainage will collaborate to further develop data and mapping regarding occurrences of species at risk and key habitats. The sensitive nature of this information will be considered in terms of accessibility and use.

15. Key Components and Supporting Components of the NHS will be precisely delineated on a site-by-site basis supported by appropriate technical studies such as an Environmental Impact Assessment, geotechnical study and/or hydrological evaluations.

16. Refinements, additions and deletions can be made to the limits of the NHS and its Key Components and Supporting Components without an amendment to this Plan.

Development Within and Adjacent to the Natural Heritage System

17. New development will generally be prohibited within Key Components of the NHS.

18. For major development or change of land use applications in or within 50 metres of the boundary of Key Components of the NHS:

- a) A targeted Environmental Impact Statement will be required. It will identify any potential impacts related to the proposed development on the Key Components and identify appropriate mitigation and enhancement measures.
- b) Based on the targeted Environmental Impact Statement, and where the Director of Planning and Development considers it appropriate, an Environmental Impact Assessment and other environmental investigations such as marine and terrestrial ecological surveys, geotechnical studies and/or hydrological evaluations may be required to be submitted as part the development application. Details on the scope and process for the targeted Environmental Impact Statement and Environmental Impact Assessment are outlined in Section 5.

19. With respect to unmapped components of the NHS (e.g., key habitats), guidance will be provided by the PDD in consultation with the Natural Heritage Department and the Ministry responsible for the Environment and Drainage regarding known or expected occurrences and habitats.

20. Decisions on development, conservation and management in all components of the NHS are to be informed by the latest technical data and analysis available.



> Housing, Chancery Lane Swamp, Christ Church

21. Development may be permitted within Supporting Components of the NHS subject to policy 2.2.2.22 below.
22. For all major development or change of land use applications within Supporting Components of the NHS:
 - a) A targeted Environmental Impact Statement will be required. It will identify any potential impacts on environmental and ecological functions.
 - b) Based on the targeted Environmental Impact Statement and where the Director of Planning and Development considers it appropriate, an Environmental Impact Assessment and other environmental investigations may be required to be submitted as part the development application that will demonstrate how environmental and ecological functions will be maintained and enhanced.
23. Where, after consideration of options and alternatives and completion of environmental investigation, the policy of no net negative impact cannot be implemented at the site of a development proposal, then as a condition of approval the PDD may approve compensation measures taken by the applicant at other locations. These measures may include support from project proponents for conservation, watershed, and natural resources management. Any compensation must achieve an overall benefit to the natural features and associated functions that are predicted to be affected. The PDD or the Natural Heritage Department will provide guidelines for the determination of acceptable types of compensatory mitigation.

Restoration Within and Adjacent to the Natural Heritage System

The restoration of natural features and functions contributes to a healthy environment, upon which the citizens of the island depend. While this process can happen naturally and passively through the abandonment of other land uses, these restoration policies direct active restoration to those areas where benefits will be greatest. Restoration that enhances natural vegetation cover in the most sensitive Groundwater Protection Zones and in surface water catchments with limited natural cover will reduce runoff, provide improved infiltration and improve water quality, important objectives given the importance of sustainable potable water and concern over nearshore water quality.



> Sea turtle hatchlings (Source: <http://www.palmbeach.bb/>)

24. The restoration of marine, terrestrial and freshwater areas of importance and potential importance should be encouraged through the development process and in the ongoing management of natural areas and resources. Priority should be given to:
 - a) Developing restoration plans for open land areas within Groundwater Protection Zones A and B where ecological restoration will improve infiltration and water quality;
 - b) The restoration and enhancement of wetlands and coastal protection areas (e.g., dune systems);
 - c) The reforestation of open gullies which contribute to flood alleviation;
 - d) The conservation of potable water resources;
 - e) The restoration and rehabilitation of marine ecosystems including coral reefs and seagrass beds; and
 - f) The creation of Beach Management Plans will be undertaken, in particular in areas where endangered species habitat or hatching grounds are known to be, to provide guidance on ongoing operations and maintenance of the beach areas to ensure conservation measures to protect sensitive habitats.

- 25.** The Government will explore Incentives for ‘conservation schemes’ that support the conservation, restoration and management of the NHS in consultation with the Director of Planning and Development, Ministry of Agriculture, Food and Nutritional Security*, Natural Heritage Department and other relevant agencies. These incentives may include specific fiscal measures, payments in kind, grants, etc.
- a) Conservation schemes can include organic farming, use of fertilizers, soil management, biodiversity management, reforestation projects, payment schemes, use of technology and techniques for farming slopes to bring about sustainable farming practices.
- 26.** The overall forest cover and regenerating forest cover in Key and Supporting Components of the NHS should be maintained, managed and where possible increased to promote ecosystem health and the long-term viability of surface water and biodiversity conservation.
- 27.** The Government will continue to implement important projects linked to flood control and ecological restoration (e.g., Constitution River rehabilitation).
- 28.** Restoration should consider opportunities to engage a variety of stakeholders to leverage partnerships and optimise outcomes. The Government will work with landowners to create demonstration restoration projects for private sector initiatives such as the rehabilitation of Walkers Reserve.
- 29.** The Government will encourage the preservation of trees and the enhancement of tree cover in the Urban Corridor, the Rural Working Landscape and the National Park through the following measures:
- a) The creation of Barbados National Forest Candidate Sites and protection of Existing Forests, Regenerating Forests and Forest Linkages in the National Park, according to the policies of Section 4.
- b) Requirements for street tree planting in all new residential subdivisions, according to the policies of Section 3.3.2;
- c) Requirements for landscaping in commercial areas, according to the policies of Section 3.4.4.
- d) Requirements for tree preservation and replacement plans as part of the supporting documentation for all development in the Coastal Zone Management Area;
- e) Enforcement of the Tree Preservation Act; and
- f) Requirements for tree preservation in Cultural Heritage Conservation Areas in accordance with Section 2.2.5.
- 30.** The Government will integrate restoration and rehabilitation of seriously degraded marine and coastal habitats with approaches for reducing chronic groundwater nutrient loading from land-based domestic and agricultural sources and as required, chemical pollution. The PDP Amended (2023) supports a range of strategies to reduce these loadings including:



➤ Stormwater Retention Pond, Church Village Green, Bridgetown



> Reinforced shoreline and boardwalk, Holetown, St. James

- a) Increasing forest and ground cover through policies of the Natural Heritage System to increase infiltration and rainfall retention in the watershed and to reduce runoff;
- b) Improving agricultural practices to control nutrient application, reduce runoff and retain soil;
- c) Increasing collection and treatment of sewage and wastewater through means that include new collection systems and treatment plants, and upgrade or extension of existing plants; and
- d) Repairing and extending marine outfalls.
 - i) Projects to promote reef recolonisation using, for example, laboratory-based coral nursery facilities will be supported, working alongside nutrient reduction strategies and in consideration of locations where reef rehabilitation will have beneficial impacts for shoreline stabilisation.

Coastal Zone Management

The coastal zone of Barbados provides the natural resources and environmental attributes which underpin the nation's vital tourism industry. At the same time, the coastal zone contains a substantial portion of the island's population along with the infrastructure and facilities necessary to support it: major infrastructure including ports and harbours, road networks and power-generating facilities and community facilities such as hospitals and health clinics, schools, police and fire stations and emergency shelters.

The Coastal Zone Management Act 1998 provides the legislative framework to manage the assets of this critical area and authorises the Director of the Coastal Zone Management Unit to prepare a Coastal Zone Management Plan and to define a Coastal Zone Management Area.

The landward boundary of the Coastal Zone Management Area follows the main coastal road or the limit of the 100-year storm surge flood area, whichever is further inland. The seaward boundary lies along the 100-metre depth contour except on the Caribbean coast, where the boundary lies



FIGURE 4. Coastal Zone Management Sub-Areas
(Source: CZMU)

beyond the bank reefs at the 200-metre depth contour. Landscape characteristics are considered in assessing development applications, recognising that natural processes influencing the coastal area extend beyond the Plan's boundaries.

In 1998, the Government of Barbados updated the 1995 Integrated Management Plan for the West and South Coasts of Barbados. In 2020, an updated Integrated Coastal Management Plan was approved, which reflect the mandates to embrace Disaster Risk Management and Climate Change Adaptation. The six policy outcomes of the Policy Framework include:

1. Sustainable socioeconomic development is achieved;
2. Coastal resources are protected and effectively managed;
3. Climate and disaster risk adaptive capacity is strengthened;
4. ICZM is delivered through a coordinated governance arrangement;
5. Capacity for ICZM delivery is strengthened for all relevant sectors; and
6. Research, understanding and knowledge outreach is increased.

31. All decisions on development, conservation and management in the coastal zone are to be informed by the latest technical data and analysis available to the Coastal Zone Management Unit (CZMU) including, but not limited to:
 - a) Environmental, geotechnical, climatic, and oceanographic knowledge;
 - b) Hazard and risk assessment and maps related to, among other factors, long term sea level rise, storm surge, flooding from marine and terrestrial events, shoreline including cliff stability, and tsunami impacts.
32. Coastal management and development management decisions will explicitly involve consideration of policies and management guidance under the 'roof-to-reef' concept, and specifically, the principles and practice of Integrated Watershed Management Planning and the Natural Heritage System identified in this Plan.
33. The Integrated Coastal Management Plan will implement the PDP Amended (2023) policies for open spaces that occur within its area, including OS2 Natural Heritage Conservation Areas, OS3 Coastal Landscape Protection Zone, and OS4 Public Parks and Open Spaces.
34. In cases where policies of PDP Amended (2023) conflict with the Integrated Coastal Management Plan (2020), the direction of the Integrated Coastal Management Plan (2020), or the latest version of such plan shall prevail.
35. Applications for major development or change of land use within Coastal Zone Management Sub-Areas outlined in Figure 4 will be subject to an Environmental Impact Assessment and/or Marine Impact Assessment or other supporting environmental investigation, subject to the satisfaction of the Director of Planning and Development or designate. In considering such applications, the Planning and Development Department (PDD) will act on advice provided by the CZMU, Environmental Protection Department and Ministry of Transport, Works and Water Resources and may impose conditions of approval such as maintenance requirements. In preparing these Assessments and studies, the applicant will have regard for the Integrated Coastal Management Plan principles which outline the need to establish sufficient setback to allow for safety, to preserve the character of the coastal landscape and retain views to the sea. These studies will also analyse any impact of development to coastal and marine environments and habitat and take into consideration susceptibility to the climate crisis and natural disasters and identify mitigation measures that result in no net negative impact.

- 36.** Development setbacks in coastal areas will:
- a) Be assessed utilising the latest available technical information and analysis available to the Coastal Zone Management Unit.
 - b) Be appropriate for each location and take into account the following:
 - i) Statutory conservation or management designations and associated requirements;
 - ii) Understanding of historical and future projections for coastal and shoreline change;
 - iii) Habitat characteristics including, amongst others, proximity to turtle nesting areas or sites of importance to migratory bird species and critical habitats in the marine environment; and
 - iv) Susceptibility to climate crisis impacts and natural disasters, for example sea level rise, storm surge and storm wave run-up projections, coastal and terrestrial flooding.
- 37.** No new development will be permitted on the seaward side of the Ermy Bourne Highway.
- 38.** The construction and repair of man-made coastal structures will be managed to ensure adherence to best practices. Man-made coastal structures in Barbados include harbours, breakwaters and berthing facilities, jetties and piers, protective structures including seawalls and revetments and beach nourishment schemes.
- a) Where repair of older structures or new coastal structures is required, these will be subject to a Marine Impact Assessment.
 - b) The repair of old structures should be justified in relation to the most recent understanding of environmental conditions and the design or re-design of such structures should be tailored accordingly.
 - c) To support biodiversity, the design or repair of coastal structures will integrate habitat friendly design, in particular as it relates to endangered species such as sea turtles.
- 39.** Where essential buildings and structures are approved within coastal Flood Susceptible Areas they should be designed with appropriate protection design strategies. Coastal Flood Susceptible Areas include those within the 100 Year Floodline indicated on Map 7, as well as additional areas identified by the Coastal Zone

Management Unit and the Ministry responsible for drainage, which may include, among others, areas at risk from storm surge and storm wave inundation, sea level rise, flooding through runoff from terrestrial rainfall events, and tsunami.

- 40.** To ensure that tourism in Barbados remains internationally competitive, major development for tourism uses and related infrastructure and facilities in the Coastal Zone Management Area will be subject to a full Environmental Impact Assessment to inform design, construction and operations of these facilities to the highest international environmental and conservation standards. Environmental investigations will consider carrying capacity and the use of beach areas, climate impact assessment modeling and Comprehensive Disaster Management.
- 41.** To enhance Barbados' reputation for quality beaches, a programme of beach accreditation will be pursued. This standard should provide assurance and guidance to residents and visitors on areas including water quality, environmental education, management, and safety.
- 42.** Turtle nesting sites will be managed through the statutory and policy mechanisms provided in the Coastal Zone Management Act and Integrated Coastal Management Plan (2020). These include restrictions on beaches in relation to sand mining, setbacks, vehicular beach access, enclosures and fences, plus replanting and protection of littoral vegetation.
- a) During the development control process, the Coastal Zone Management Unit will flag any application that proposes lighting for upper beach areas and will recommend appropriate adjustment in lighting arrangements to take into account the sensitivity of nesting and hatching turtles to lighting and the disorienting impacts this has on juvenile turtles.
 - b) Nationally Index Beaches denoting Endangered Sea Turtle habitat will be considered in the Natural Heritage System and mapping.
 - c) A public education programme will be undertaken to ensure that coastal developments, and in particular hotels, have turtle protection protocols in place.



> Channelised gully outfall prone to flooding

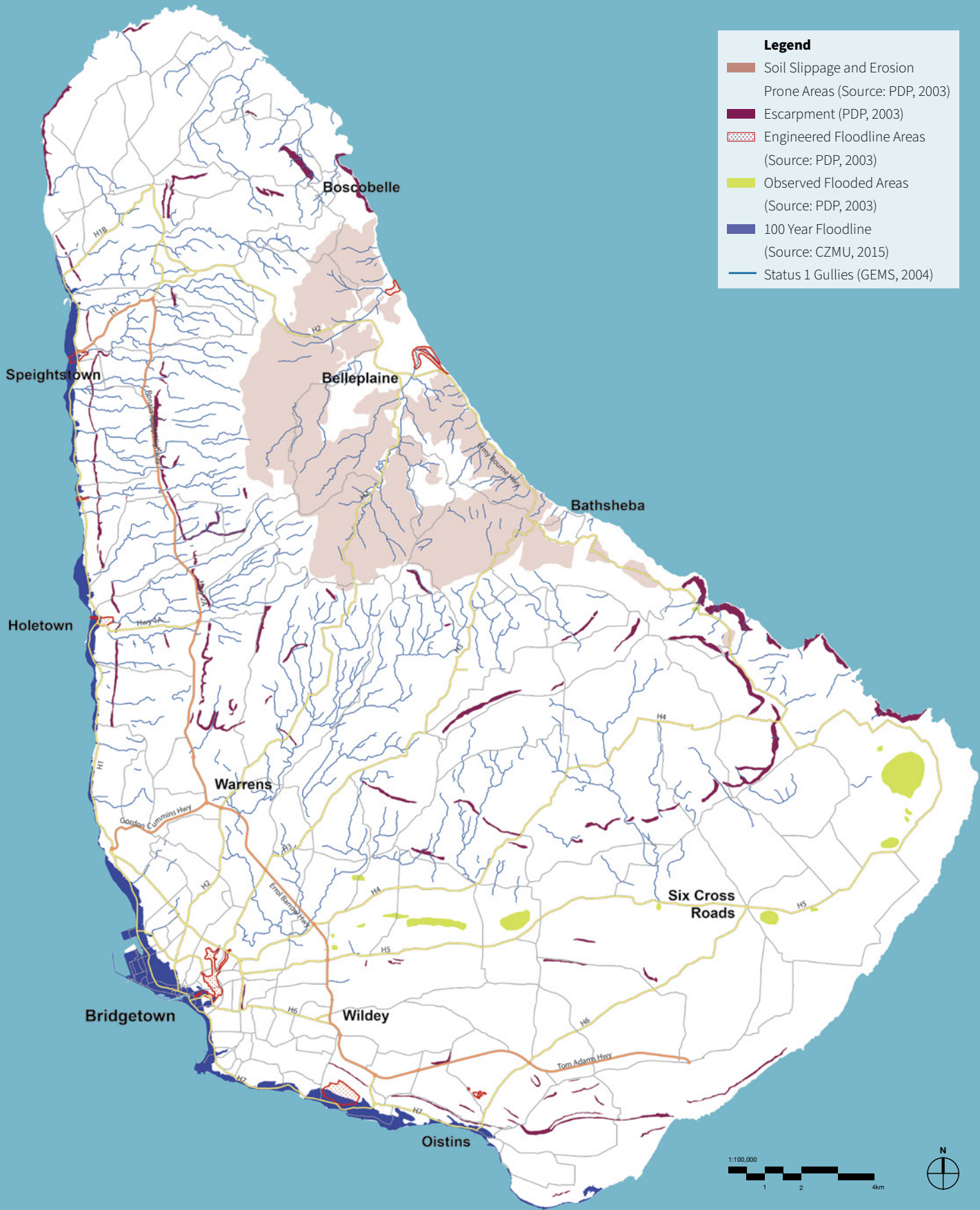
Natural Hazards

Disaster risk reduction (DRR) and climate crisis adaptation (CCA) share the common foci of reducing National and community vulnerability and contributing to resilient and sustainable development in the face of climate variability and the climate crisis.

Across Barbados, the spatial distribution of natural hazard risks is determined by the interaction of local and regional hydro-meteorological, oceanographic and tectonic phenomena with the island's varying geological, topographic, bathometric, and biological features. The resulting interactions give rise to location-specific expressions of natural hazard risk that threaten human health and wellbeing, built infrastructure, sector-specific economic activities, and natural heritage assets.

Climate crisis impacts can affect the frequency, intensity, duration, timing, spatial distribution and extent of the severe weather events to which the island is exposed, increasing the associated risks. Climate crisis considerations, therefore, need to be taken into account in all governmental and private sector planning processes to ensure that adaptation and resilience building become a mandatory feature of all socio-economic, sectoral, and environmental development planning processes. In this way, DRR and CCA will be mainstreamed in development and programming, and disaster risk management will complete its transformation from short-term relief and response interventions to becoming a central element in the development process.

43. Effective disaster risk reduction requires an integrated approach to the management of land, coastline and the natural, built and social environments to strengthen climate resilience.
44. The risk to human life and property of natural hazard areas will be reduced through Natural Hazard Impact Assessments, climate impact modeling, mapping, development control and mitigation measures.
45. Specific Natural Hazard Areas, outlined on Map 7: Natural Hazards, include:
 - a) Soil slippage and Erosion Prone areas;
 - b) Gullies and Escarpments; and
 - c) Flood Susceptible Areas including rivers, streams, floodplains and coastal areas.
46. Where major development is proposed within or within 30 metres of Natural Hazard Areas, a Natural Hazard Impact Assessment may, at the discretion of the Director of Planning and Development, be required as part of environmental investigations or an Environmental Impact Assessment. Details on Natural Hazard Impact Assessments can be found in Section 5.
47. The designation and delineation of Natural Hazard Areas will be reviewed periodically based on new data that becomes available from Natural Hazard Impact Assessment studies and from climate crisis models and projections.
48. As updated mapping and data related to natural hazards and projected climate crisis threats becomes available, the PDP Amended (2023) will be amended to include this information and related policies. This may include:
 - a) Additional areas delineated by the Ministry responsible for drainage as vulnerable to periodic flooding based on the findings of initiatives such as the Stormwater Management Plan Update and other ongoing drainage studies. Provisions should recognise that the applicable Observed Flooded Area policies will also apply to these mapped areas;



MAP 7:
Natural Hazards

- b) The Coastal Zone Management Unit's Coastal Risk Assessment and Management Programme's (CRMP) natural hazard vulnerability and risk maps, slope and cliff stability and other initiatives; and
 - c) Additional information that may come from Natural Hazard Impact Assessments, Environmental Impact Assessments and climate crisis models and projections.
- 49.** The Government will implement development controls within Natural Hazard Areas and create Comprehensive Disaster Management Strategies related to Natural Hazard Areas in order to increase the resiliency of island communities.
- a) New development will be encouraged within the Urban Corridor and outside of the Natural Hazard Areas.
 - b) New institutional and community facilities and national infrastructure projects, where possible, will be located outside of Natural Hazard Areas.
 - c) All development adjacent to Natural Hazard Areas will incorporate site plan and design measures to address climate resiliency.
- 50.** The Government will use information management as a key tool to minimise natural hazard and climate crisis risk by:
- a) Promoting data and information compilation for natural hazard and climate crisis risks at the National and community scale in support of comprehensive analysis and adaptive planning;
 - b) Promoting public review and discussion among residents and private sector and public sector stakeholders on revision and enforcement of land use zones, building codes, and setbacks to manage natural hazard risks in a changing climate;
 - c) Providing businesses and developers with the information and tools they need to make decisions and investments that support climate resilience at a National and community scale;
 - d) Considering new forms of public-private partnerships nationally for tackling the more complex challenges of DRR and CCA;
- e) Establishing clarity on the roles and responsibilities of Constituency Councils in DRR with reference to those of the Department of Emergency Management (DEM);
 - f) Stimulating markets for adaptation through financial and risk reduction incentives; and
 - g) Engaging the community in the review and adoption of the Green and Blue Economy approaches to promote a more balanced economic model that improves human wellbeing, social equity, and economic resilience, enhances ecosystem health and ecosystem service provision, while significantly reducing natural hazard and climate risk.



> Much of the Scotland District consists of unstable slopes



> Coastal erosion, Sand Street, Speightstown

Erosion Prone Areas

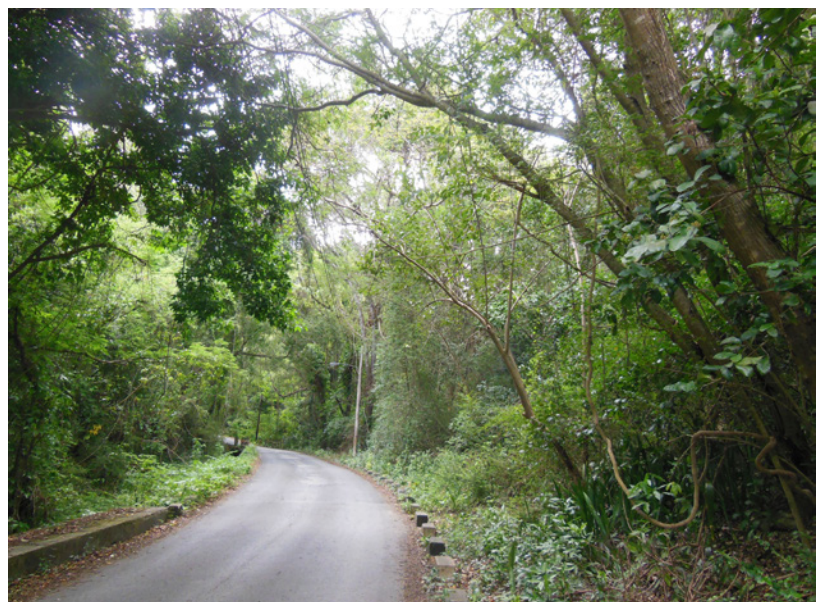
- 51. Erosion Prone Areas, including areas that are prone to soil slippage, are delineated on Map 7: Natural Hazards. In addition, there are areas designated in the Integrated Coastal Management Plan (2020) (shoreline change studies, etc) as erosion prone.
- 52. Development on sites which are susceptible to erosion or soil slippage, as identified on Map 7: Natural Hazards, will not be permitted.
- 53. All development applications involving the construction of permanent structures adjacent to Erosion Prone Areas will be reviewed by the Soil Conservation Unit, Coastal Zone Management Unit, Ministry of Agriculture, Food and Nutritional Security and the Ministry responsible for drainage and may be required to undertake studies on a site specific basis.

Gullies and Escarpments

- 54. The boundaries of the gullies and escarpments shown on Map 7: Natural Hazards are approximate and will be subject to site-specific verification.
- 55. For all applications for major development within or proximate to gullies and escarpments the following safety investigations will be required, to the satisfaction of the Director of Planning and Development and in consultation with the Ministries responsible for the environment and drainage, the Environmental Protection Department and Natural Heritage Department and other relevant authorities:
 - a) Within 30 metres of gullies and escarpments, Drainage Plans will be required that assess and mitigate potential flooding of upstream and downstream lands and erosion risks in these areas.
 - b) Within 50 metres of gullies, geotechnical and/or biophysical studies will be required that identify the location of stable top of bank and any related components of the NHS.
 - c) Within 100 metres of the base of escarpments, geotechnical and/or biophysical studies will be required to determine the stability of the escarpment face in the vicinity of the proposed development site.
- 56. Further to policy 2.2.2.52, the required studies and all major development will consider the management objectives of the Integrated Gully Ecosystem Management Plan (2005), including:

- a) Minimising the extent of habitat modification and loss;
- b) Conserving representative biodiversity, rare and sensitive species and habitats;
- c) Encouraging sustainable land use practices on gully lands and lands adjacent to gullies;
- d) Implementing structural and non-structural measures towards flood mitigation and stormwater attenuation;
- e) Preventing illegal dumping of waste in gullies and cleaning up the wastes currently present;
- f) Promoting low-impact or passive recreational uses such as hiking and walking, and the use of gullies for educational purposes and scientific research; and
- g) Incorporating gullies into formal and non-formal education processes.

- 57. All new development will be set back a minimum of 10 metres from the stable top of bank of the gullies and the base of escarpments shown on Map 7. Additional setback may be required by the Director of Planning and Development in consultation with the Ministry of the Environment and National Beautification and the Ministry responsible for drainage, particularly in areas which are experiencing significant erosion or in areas with existing landscape or vegetation features which, in the opinion of the concerned agencies, would benefit from additional setbacks.



> The Whim gully, St. Peter

- 58. All new development will be designed in a manner that it will not increase the risk of flooding upstream and downstream.
- 59. When residential development occurs along or proximate to an escarpment, attention will be given to preserving important views and lateral public access.

Flood Susceptible Areas

- 60. Three categories of Flood Susceptible Areas are shown on Map 7: Natural Hazards:
 - a) Engineered Floodline Areas. The boundaries of Engineered Floodline Areas have been determined through detailed engineering analysis and represent the boundaries of a 20-year flood event and 50 year flood event for engineered works;
 - b) Observed Flooded Areas, which are lands that have been observed by the Drainage Unit to be periodically flooded. Generally, this flooding has been caused by improper stormwater management techniques associated with previous development; and
 - c) 100 Year Floodline Area. The 100 Year Floodline Area has been identified through the Feasibility Studies on Coastal Conservation project in 1995 and are subject to further refinements based on current work being undertaken by CZMU.
- 61. The implications of anticipated sea level rise will create a long term flood risk and hazard. The extent of the projected sea level rise will be mapped through the CZMU and adaptation and resiliency strategies prepared to address the flood risk.
- 62. All applicants proposing major development within Flood Susceptible Areas will prepare, to the satisfaction of the Ministry responsible for drainage, a hydrologic design study as part of the supporting documentation for development proposals. The purpose of this study will be to assess the suitability of the development proposal to withstand projected flooding events on the site and to propose flood proofing measures.
- 63. Within Engineered Floodline Areas, new development will not be permitted unless it can be shown that the flood can be contained with proposed flood proofing measures.
- 64. Within Observed Flooded Areas, new development will not be permitted unless the stormwater management deficiencies within the area have been corrected to the satisfaction of the Ministry responsible for drainage, Environmental Protection Department and Ministry of Health and Wellness.
- 65. In 100 Year Floodline Areas, applications for major development will be subject to an Environmental Impact Assessment and/or other supporting environmental investigation in accordance with policy 2.2.2.33.
 - a) As part of an EIA, the applicant may be required to prepare and submit a Natural Hazard Impact Assessment that explicitly identifies the potential risks and mitigation measures acceptable to the Director of Planning and Development.
 - b) The EIA process will take into consideration the impact of the climate crisis and climate variability on the proposed development, and the development's influence on ecosystem process and services.
- 66. Any permitted development in 100 Year Floodline Areas will be designed with appropriate flood protection measures such as minimum freeboard elevations and limiting of habitable space to building elements above flood levels.
- 67. The Department of Emergency Management, with assistance from relevant government agencies, will prepare Comprehensive Disaster Management Strategies for Flood Susceptible Areas, which should include but not be limited to the identification of planned safe evacuation routes, provisions for alternate shipping and air access for supplies, and locations for emergency shelters.
- 68. Best practices will be applied for the construction and management of facilities that are allowed in coastal areas prone to hazards, for example the use of a building code. The nature of the facility or structure will be taken in to consideration in decision-making including, but not limited to:
 - a) Whether the application is for critical infrastructure to be built in the public interest;
 - b) Climate crisis impacts;
 - c) Whether the facility may require the storage of hazardous materials that could be a pollution risk; and
 - d) Whether ancillary structures and access are required.



➔ 2.2.3 Water

Barbados is ranked as the 15th most water scarce country in the world. The critical nature of Barbados' water scarcity is an important planning issue that must be addressed through a comprehensive systems approach, coupled with protection and conservation measures to ensure the long term supply of fresh water for the population of Barbados. These measures include the application of integrated water resources management (IWRM) principles, an island-wide Groundwater Protection Zone system, and stormwater management approaches based on low-impact development.

Figure 5 illustrates the water cycle in Barbados. All fresh water is supplied from groundwater derived from rainfall entering the island's limestone cap. Close to the coast, the limestone cap forms lenses of freshwater perched above salt water. Rain falling on non-limestone areas runs off quickly to the sea and into the marine environment. In Barbados, the land and marine systems are intrinsically linked and the health of one directly affects the other. This cycle demonstrates the importance of taking an integrated approach to water management in Barbados.

An examination of Barbados' groundwater systems reveals that while aquifer recharge rates are high, the rapid flow of groundwater makes them highly vulnerable to pollution. The geological formation of unconsolidated limestone aquifers limits the attenuation of pollution in the water. Elevated levels of nitrates in groundwater are related to domestic sewage discharge to groundwater and use of agricultural fertilizers. The transmission of these nitrates to coastal water has contributed to significant degradation of coral reef cover, now at 10% of historical levels.

In addition, climate crisis projections indicate that average annual rainfall will decrease, while potentially more intense tropical weather systems will be associated with heavier rainfall events and flash flooding. As such, the use of a stormwater management approach based on the principles of low-impact development will be necessary to reduce the impact of polluted runoff on Barbados' water resources.

Finally, the Barbados Water Authority provides for both potable water and sewerage services. Although policies related to water services are detailed in the National Infrastructure section of this Plan, they must be understood as an important part of the system involved with this irreplaceable, scarce resource in Barbados.

This chapter is comprised of three sections:

- **Overarching Policies**
- **Groundwater Protection**
- **Stormwater Management**

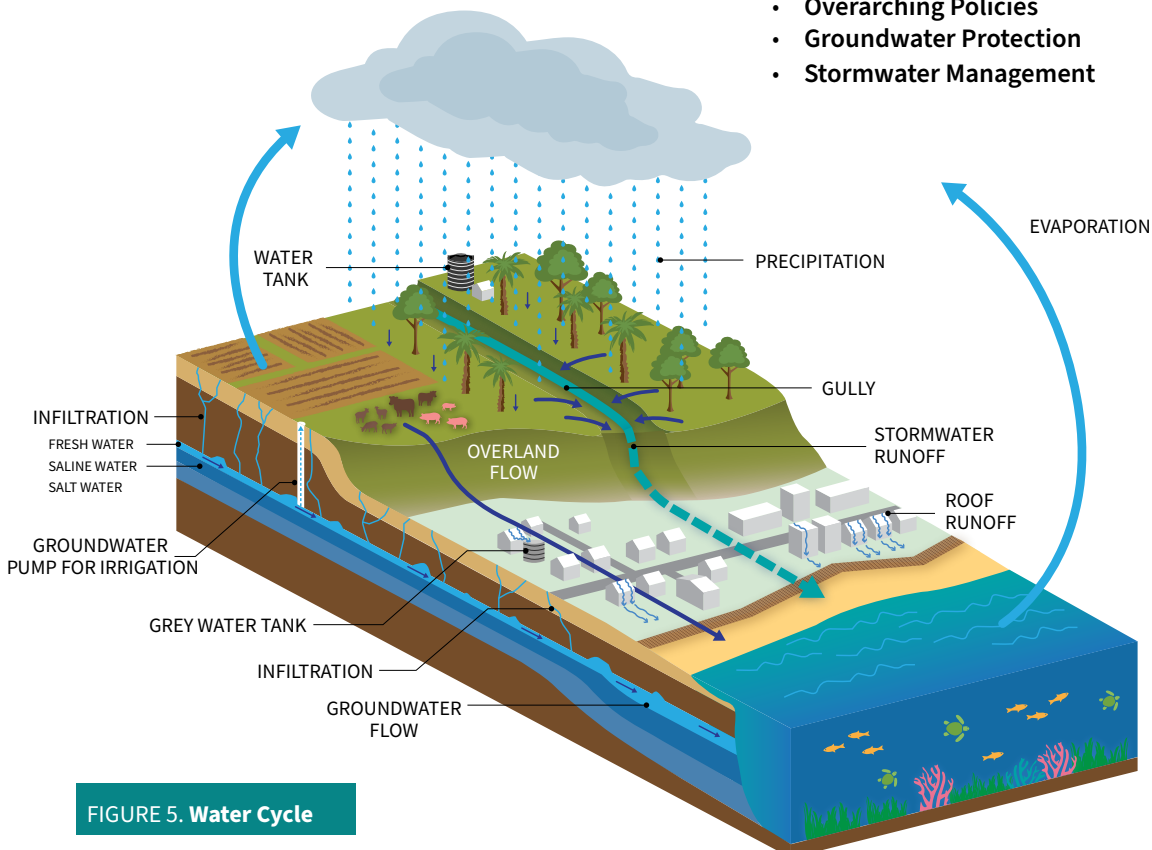


FIGURE 5. Water Cycle

These policies address water as part of the Natural Heritage System and need to be read along with policies on water services/infrastructure outlined in the National Infrastructure Section, Section 2.5.

Overarching Policies





1. Water scarcity is regarded as a critical issue for Barbados. Accordingly, water resources will be recognised as one of Barbados' most significant and irreplaceable core assets.
2. Water resources will be protected and conserved as a means of mitigating the effects of the climate crisis and related risk of natural disasters.
3. To manage the impacts of human activities on Barbados' water resources, an integrated water resources management approach will be used to:
 - a) Support adaptation to the climate crisis;
 - b) Encourage the collection and safe storage of rainwater for both potable and non-potable use;
 - c) Protect groundwater recharge areas from pollution through application of Groundwater Protection Zone policies;
 - d) Enhance water re-charge and retention through increased forest cover of appropriate species, conservation and low-impact development land use practices;
 - e) Increase re-charge in built-up areas and from stormwater runoff;
 - f) Provide effective systems for collection and management of wastewater, as well as the use of reclaimed wastewater for appropriate uses;
 - g) Encourage and guide the placement of surface water retention and infiltration areas and measures, including improved household rainwater harvesting and storage and enhanced stormwater management;
 - h) Recognise and protect the gully catchment areas outlined on Map 8: Water Resources. Restoring gully catchment areas through reforestation, enhancing terrestrial and aquatic habitat, and improving drainage and stormwater management systems will contribute to the overall ecological health of the island; and

- i) Encourage efficient and sustainable irrigation systems to support food and agricultural lands and best farm management practices, where feasible, including but not limited to rainwater harvesting, use of reclaimed wastewater, and low-impact development approaches.
4. The integrated water resources management approach will have regard for:
 - a) The context of both the surface water catchment basins and groundwater aquifers within Barbados and treating these in a synchronised manner; and
 - b) The operational activities of the Barbados Water Authority in:
 - i) Promoting water conservation;
 - ii) Water loss reduction and efficiency improvements for water production and distribution infrastructure; and
 - iii) Maintaining healthy environmental systems and associated services.
 5. For landfill, solid waste disposal, and land-raising, geological conditions and the behaviour of surface water and groundwater will be assessed both for the site under consideration and the surrounding area. The suitability of locations subject to flooding, with consequent issues relating to the management of potential risk posed to water quality from waste contamination will be taken into consideration.

Key Concepts







Integrated water resources management: The process of managing human activities and natural resources on a watershed basis. This approach allows for the protection of important water resources, while at the same time addressing critical issues such as the current and future impacts of rapid growth and the climate crisis.

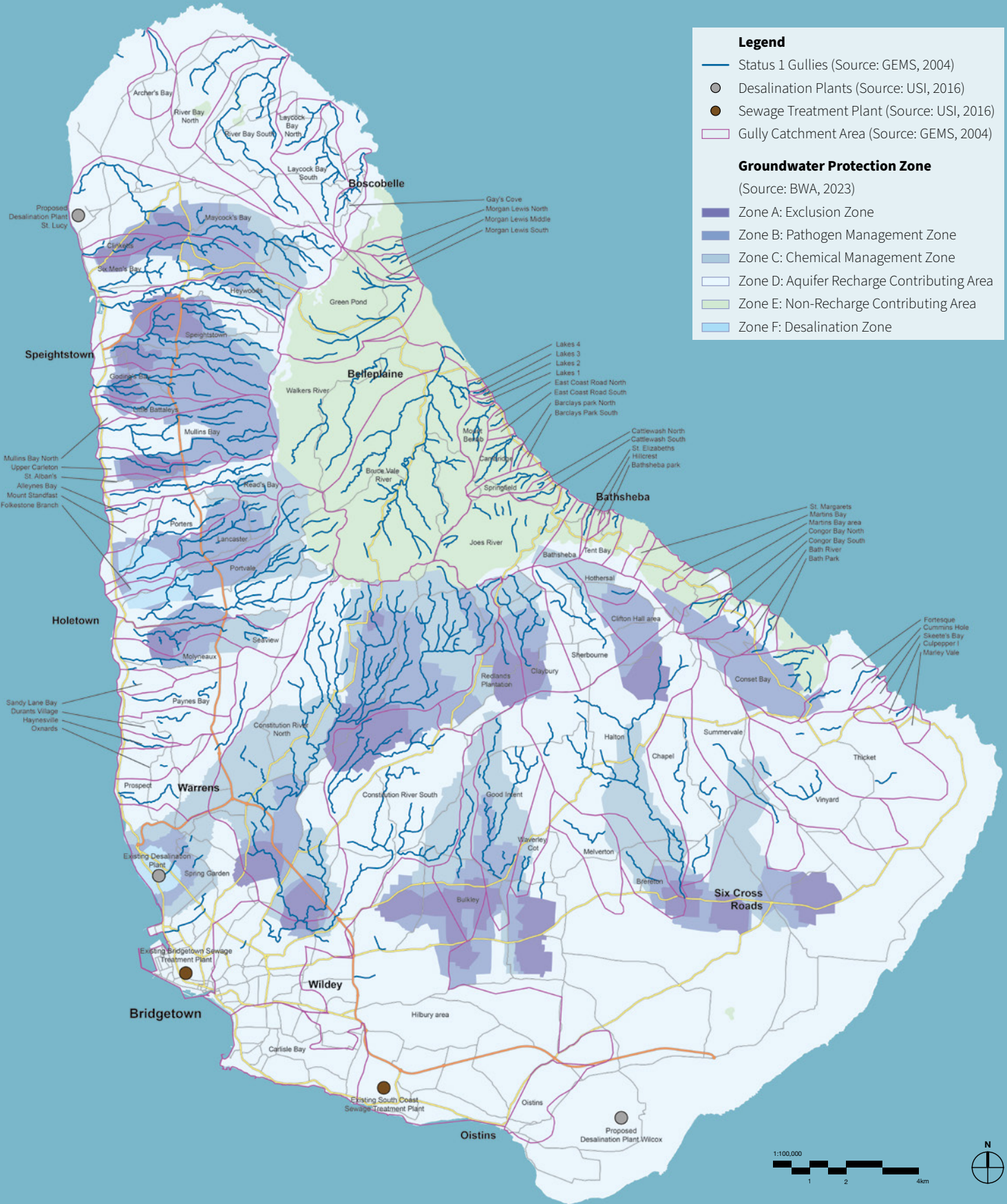
Legend

-  Status 1 Gullies (Source: GEMS, 2004)
-  Desalination Plants (Source: USI, 2016)
-  Sewage Treatment Plant (Source: USI, 2016)
-  Gully Catchment Area (Source: GEMS, 2004)

Groundwater Protection Zone

(Source: BWA, 2023)

-  Zone A: Exclusion Zone
-  Zone B: Pathogen Management Zone
-  Zone C: Chemical Management Zone
-  Zone D: Aquifer Recharge Contributing Area
-  Zone E: Non-Recharge Contributing Area
-  Zone F: Desalination Zone



MAP 8:
Water Resources



Groundwater Protection

A system of Groundwater Protection Zones has been in existence across Barbados since 1963. Based on a review of the existing zoning and associated policies, limitations were identified in the ability of these policies to provide sufficient aquifer protection, with a need for a stronger policy and management approach along the lines of an Integrated Water Resources Management (IWRM) model.

The Barbados Water Authority Act (2023) reflects a refined approach to defining Groundwater Protection Zones. This new approach identifies six Groundwater Protection Areas, Zone A to Zone F. The policies related to each zone determine the level of infrastructure services and waste disposal methods required and provide a framework for development control. The locations of Zone A to Zone F are shown on Map 8: Water Resources.

The Groundwater Protection Zones are defined by the time of travel capture zones to existing Barbados Water Authority (BWA) wells. Zones A and F, Zone B, Zone C each represent 0-90, 91-300, and 301-750 days' travel time from the well, respectively. Other zones speak to rest of the island where BWA doesn't have wells, but there may be private wells.

6. The Groundwater Protection Zones outlined on Map 8: Water Resources protect water as a core asset and irreplaceable resource in Barbados. The zones are an integral part of the larger water system, including but not limited to the gullies and other Key Components of the Natural Heritage System, overland flow and water services.
7. Existing land uses will be grandfathered. Any development, site alteration, building expansion, or change in land use will trigger the need for compliance with the new Groundwater Protection Zone provisions. Mitigation of existing non-conforming land uses to be in keeping with the new Groundwater Protection Zone provisions will be strongly encouraged.
8. Policies for Zone A Exclusion Groundwater Protection Areas (0 to 90-day time of travel) are as follows:
 - a) The purpose of this zone is to provide the Barbados Water Authority with a buffer zone immediately surrounding the well where they would have complete control in preventing any potential contamination.
 - b) Zone A includes areas within the aquifer that are 0 to 90 days' travel time distance from a BWA well.
 - c) All land uses are prohibited in Zone A, with the exception of any land uses associated with the treatment and distribution of water, or renewable energy systems approved by the regulatory authority and may be subject to an Environmental Impact Assessment.
9. Policies for Zone B Pathogen Management Groundwater Protection Areas (91 to 300-day time of travel) are as follows:
 - a) The purpose of this zone is the management and regulation of pathogenic or chemical sources that can pose a threat to the public water supply.
 - b) Zone B includes areas within the aquifer that are 91 to 300 days' travel time distance from a BWA well.

c) Land uses that are considered pathogenic contaminants will only be allowed under prescribed conditions aimed at providing enhanced protection.

d) Restricted land uses and activities include:

- i) Sewage lagoons or any surface storage of chemicals;
- ii) Sewage treatment via suckwells;
- iii) Land application of manure based fertilizer;
- iv) Storage or disposal of manure;
- v) Activities that generate animal waste, manure, or other pathogenic contaminants;
- vi) Waste disposal from meat or meat products facilities;
- vii) Waste disposal from sugar factories, rum plants, or other manufacturing / industrial facilities;
- viii) Zoos, animal sanctuaries and other facilities for the intensive housing of animals;
- ix) Storage and handling of fuel and fuel products;
- x) Quarrying and the operation of quarries;
- xi) Landfills;
- xii) The use of battery storage systems from renewable energy generation, recycling of batteries, and storage of significant quantities of batteries;
- xiii) Storage and handling of dry cleaning products;
- xiv) Chemical manufacturing and storage;
- xv) Recycling of scrap metals, automobiles, appliances and machinery;
- xvi) Use of chemical based fertilizers on land;
- xvii) Use of agro-chemicals on land;
- xviii) Storage of significant volumes of fertilizers or other agricultural chemicals;
- xix) Storage of significant volumes of household, industrial or other domestic chemicals;
- xx) Use of pesticides or other household chemicals on land; and
- xxi) Cemeteries or crematoria.

10. Policies for Zone C Chemical Management Groundwater Protection Areas (301 to 730-day time of travel) are as follows:

- a) The purpose of this zone is the management and regulation of microorganisms, pollutants and other contaminants that can pose a threat to the public water supply.
- b) Zone C includes areas within the aquifer that are 301 to 730 days' travel time distance from a BWA well.

c) Restricted land uses and activities include:

- i) Storage and handling of fuel and fuel products; and
- ii) Sewage treatment via suckwells.

11. Policies for Zone D Aquifer Recharge Contributing Groundwater Protection Areas are as follows:

- a) Zone D consists of the groundwater aquifer recharge contributing area.
- b) Wastewater disposal within Zone D will be regulated in a manner similar to the remainder of the limestone areas of the island.
- c) Additional "sensitive areas" may be designated within this zone where water resources will be treated according to special conditions.
- d) Restricted land uses and activities include:
 - i) Sewage treatment via suckwells; and
 - ii) Location of potential threat activities in the vicinity of "sensitive areas".

12. Policies for Zone E Non-Recharge Contributing Groundwater Protection Areas are as follows:

- a) This zone refers to areas outside of a protection zone and outside of the groundwater recharge area. This zone comprises areas where impermeable rock occurs at the surface, and is generally confined to the Scotland District and Panhandle.
- b) Wastewater disposal in this zone should be regulated in a manner similar to other general practices for Barbados.
- c) Restricted land uses and activities include: Sewage treatment via suckwells.

13. Policies for Zone F Desalination Groundwater Protection Area (90-day travel time) are as follows:

- a) This zone refers to areas surrounding a well field use to produce brackish or seawater feed-water for desalination.
- b) Restricted land uses and activities include: the use of suckwells as the primary means of sewage and wastewater treatment.

14. For lands that are no longer required to comply with the restrictions of former Groundwater Protection Areas 1-5, the priority for any change in land use will be food and agriculture, natural restoration/reforestation or the provision of affordable housing, providing these uses are in compliance with the new Zone provisions.

Stormwater Management

In a water scarce nation, stormwater must be understood as a resource. Stormwater management is very important to Barbados' developed and built-up areas due to the presence of paved surfaces, buildings and site features which prevent the natural filtration of rainwater into the ground. As water rushes across paved surfaces, it can collect pollutants that end up in Barbados' surface water, groundwater and marine systems. During particularly heavy rainfall events, poor stormwater management can result in incidents of flooding, soil loss, the possible temporary lack of accessibility to communities and the contamination of natural water basins. Due to the effects of the climate crisis, it is projected that Barbados will experience increases in intense heavy rainfall events that could lead to increased incidences of flash flooding. The use of properly designed stormwater management practices will be very important to effectively manage the flow of water, particularly after heavy rainfalls.

- 15.** A comprehensive understanding of drainage and stormwater management and its implications on the land development process will be advanced by:
- Promoting innovative practices with respect to drainage and stormwater management to reduce the effects of flooding and water contamination and maximise infiltration into the aquifer;
 - Taking into consideration the cumulative effect of impacts of new development on Barbados' drainage system and the direct effect of water quality on the nearshore and reef marine environment; and
 - Integrating updated data and mapping from the Ministry responsible for drainage by updating relevant PDP Amended (2023) mapping and policies to conform with these directions through a Technical Update to the PDP Amended (2023).
- 16.** Stormwater management systems are an important infrastructure requirement and should incorporate best management practices, and low-impact development (LID) and water conservation to reduce the level of flooding or pollution to watercourses and major drainage channels. It is important that stormwater be viewed as a valuable resource in a water scarce nation. The three values of quantity control management, water quality management and reuse should be observed in the design of stormwater management systems.



> **Outfall of Holetown Lagoon**

- To the extent possible, on all site development projects, stormwater management systems will be designed to maximise natural infiltration, water reuse and aquifer recharge, and to minimise the use of drainage techniques such as stream channelisation, or significant piped solutions which reduce natural infiltration and may cause downstream erosion.
- Low-impact development practices will be promoted that seek to manage and possibly re-use a large fraction of the stormwater generated on-site and reduce the speed and volume of stormwater surface discharges by: reducing impervious cover using vegetation and landscape features to absorb runoff, diverting as much as possible of the surface water flow into natural and restored areas for water quality filtering, recharge and re-use. On smaller sites, cisterns, holding tanks, bleeder systems and infiltration galleries can all be appropriate techniques.
- For all new development involving a Plan of Subdivision creating more than 20 lots, the Director of Planning and Development will require one tree per lot to be planted.
- The design of stormwater treatment facilities will consider the requirements of water quantity management and water quality, will maintain and enhance landscape, environmental and ecological integrity, and will provide net benefit to the on-site and adjacent natural environment. Where feasible,

stormwater treatment facilities will also be designed as community amenities, suitable for passive, non-contact recreational activities, wildlife habitat enhancement and landscape quality.

- e) The quality of the discharge water should comply with prevailing environmental regulations and agreements such as the proposed regulations under the Marine Pollution Control Act and the Cartagena Convention.
- 17.** Development applications in support of any commercial or industrial development over 1,860 square metres in floor area, or any residential subdivision over 10 lots will include a comprehensive Master Stormwater Drainage Plan to address the provision of stormwater management and drainage.
 - a) The catchment area boundaries for the Master Stormwater Drainage Plan will be determined by the Director of Planning and Development, in consultation with the Ministry responsible for drainage. The size of the study area will depend on the scale of the proposal and the extent of potential environmental impacts.
 - b) The Master Stormwater Drainage Plan will be prepared to the satisfaction of the Director of Planning and Development and the Ministry responsible for drainage.
 - 18.** Master Stormwater Drainage Plans will consider a large scale drainage strategy for the site including existing on-site drainage features and attribution to off-site or adjacent natural features matched with appropriate stormwater management systems as outlined in policy 2.2.3.17 above, and will address the following issues:
 - a) Maintenance of on-site groundwater infiltration at minimum at predevelopment levels, with consideration of options to enhance infiltration explored in the design of the proposed stormwater management systems;
 - b) Maintenance and enhancement of overall pre-development level groundwater flow patterns;
 - c) The provision of stormwater management facilities that include but are not limited to ponds, grassed or vegetated swales, forested blocks, cisterns and tanks, bleeder systems, rooftop collection and storage or other stormwater management or reuse techniques;
 - d) Impact of storm drainage to adjacent lands and watercourses including gullies, wetlands and rivers;
 - e) The protection of the marine environment from adverse stormwater impacts; and
 - f) Mechanisms for reducing or eliminating soil runoff during construction and post development.
- 19.** Development proposals which are smaller than the standards set out above will be subject to the stormwater and drainage policies of the Ministry responsible for drainage.
 - 20.** Surface water retention through systems such as sand dams, subsurface dams and check-dams will comply with established best practices and environmental guidelines.
 - 21.** Development will result in no net increase of stormwater runoff from the site. Measures such as water conservation, permeable surface materials, landscaping, shallow wells and suckwells may be integrated into the site design to achieve this result.
 - 22.** To ensure the safe and effective storage of rainwater, technical guidance documents will be developed to provide specifications and standards for water storage tanks including installation, maintenance and use.



> Stormwater channel, Trevor's Way, Bridgetown



2.2.4

National Park

The Barbados National Park is the foundation of the island-wide System of Parks and Open Spaces. It is the anchor of the Natural Heritage System and includes the most interconnected ecosystems on the island including forests, river systems, geologic formations and habitat. The National Park is also a critical part of the cultural heritage of the island and continues as a protected working landscape.

The Soil Conservation (Scotland District) Act (1959) provides the legislative framework for management and conservation of the Scotland District. Development and management of the National Park is detailed in the The National Park Development Plan (1999)/Guidelines for the Management and Operation of the Barbados National Park and other Natural Heritage Conservation Areas (The National Park Plan). When undertaking activities within the boundaries of the National Park, the policies therein should be applied along with the policies outlined below and in Section 4 of this Plan. Detailed interpretations of the National Park Plan can be obtained through discussions with the Government of Barbados Natural Heritage Department.

The National Park boundary shown on various maps in this Physical Development Plan Amended (2023) incorporates both a land and an adjacent offshore marine component. This boundary was identified based on:

- The National Park boundary shown in the Physical Development Plan Amended 1986;
- Extensive field surveys and literature review;
- Review of aerial photographs, development applications, land ownership patterns and GIS mapping information;
- Consultation with the Coastal Zone Management Unit;
- Consultation with stakeholders and local residents; and
- A reconfirmation of the integrity of the boundary by review in 2016 through field observation and digital data review.

The land boundary closely matches the public roads and visible landscape features. The marine boundary was established in concert with the Coastal Zone Management Unit and may be revised from time to time.



> Codrington College, St. John

Overarching Policies

1. The use and management of the land and marine resources in the National Park will be of a sustainable nature and supportive of the social and economic development of local communities.
2. An ecosystem approach that encompasses the terrestrial and marine environment will be required in decision making in the National Park.
3. The biodiversity of the area including terrestrial and marine ecosystems, habitats and species will be protected. Specifically:
 - a) Key and Supporting Components of the Natural Heritage System will be protected in accordance with the policies of Section 2.2.2: Natural Heritage System.
 - b) The quality and integrity of the ecosystems including air, water, land, plant and animal components will be protected and improved.
 - c) The linkages and relationships among ecosystem components, including humans will be developed, and these components will be considered beyond their immediate environs in the broader National Park area and the island as a whole.
 - d) Viability of both native and desirable non-native species will be promoted.
 - e) Restoration of ecosystems will be encouraged where integrity has been affected.
 - f) Ecosystems will be managed to encourage resiliency and a balance between humans and nature.
 - g) Landforms, geomorphological features and reef systems will be protected.
 - h) Water resources will be protected.
 - i) The Park's most important natural features will be protected within the National Park Natural Heritage Conservation Area designation.
4. The distinctive character and appearance of each of the Park's five terrestrial landscape zones will be promoted and protected:
 - a) The St Lucy Coastal Cliffs;
 - b) The Savannahs;
 - c) Chalky Mount;
 - d) The Scotland Basin; and
 - e) Hackleton's Cliff.
5. The qualities of wilderness and solitude and the traditional patterns of resource use and management will be preserved from encroachment.
6. Sites, features and buildings of architectural, historical and archaeological significance will be enhanced and protected in accordance with the policies of Section 2.2.5: Cultural Heritage.
7. The settlement pattern of National Park Villages and Rural Settlements will be preserved and new development will respect this pattern.
8. The 'De Heart uh Barbados' Area will be managed as the gateway to the National Park and centrepiece of the nature tourism area that surrounds it.
9. Opportunities for sustainable local economic development will be created and supported through:
 - a) Rural tourism;
 - b) Craft industries;
 - c) Environmentally sensitive farming and fishing activities;
 - d) Conservation projects including reforestation and the creation and development of National Forest Sites;
 - e) Amenity and community upgrading projects;
 - f) Touring and guiding opportunities; and
 - g) Incentives for 'conservation schemes' including organic farming, use of fertilizers, soil management, biodiversity management, reforestation projects, payment schemes, use of technology and techniques for farming slopes to bring about sustainable farming practices.
10. Opportunities for passive recreation and to promote an understanding and enjoyment of the special qualities of the Park will be promoted.
 - a) Recreation and tourism which respects the Park's special environmental qualities and, where possible, provides social and economic benefits for local communities will be promoted.
 - b) Provision will be made for 'rights of way' in protected areas including the National Park Natural Heritage Conservation Area, and National Forest Candidate Sites to support passive recreation.
 - c) Information about the Park will be prepared and made available in order to improve understanding and awareness of recreational opportunities,



➤ Walkers Restoration, St. Andrew

increase awareness of its special qualities, and engender support for the continued protection of the area.

11. Residential development will complement and support the landscape, seascape and environmental qualities that led to the National Park designation, while recognising the longstanding communities within the National Park.
 - a) Future residential development will be focused in the National Park Villages of Belleplaine, Bathsheba and Boscobelle so as to conserve the rural character of the landscape, while enhancing the amenity and economic health of these villages.
 - b) Belleplaine will be advanced as the centre of the National Park.
 - c) The Government will take steps to improve housing conditions in the National Park by upgrading roads, water and electricity services and existing housing, and by relocating residents from lands threatened by erosion or land slippage.
 - d) Development outside of the National Park Villages will be limited to ensure the preservation of the characteristics of the National Park.
12. Mineral extraction will be limited to those resources for which there are no alternative sources of supply and the use of the resource is in the national interest. Restoration of mineral extraction sites will be required at the earliest possible date and to the highest possible standards.



➤ Agriculture in the National Park, Belleplaine, St. Andrew



➔ 2.2.5

Cultural Heritage

Cultural heritage plays a key role in shaping Barbados' national identity. The island's wealth of heritage assets range from buildings and conservation areas to terrestrial and marine archaeological resources to intangible heritage and cultural practices. Since the adoption of the Physical Development Plan Amended (2003), Historic Bridgetown and its Garrison have achieved international recognition as a UNESCO World Heritage Site. Other highlights include the collection of heritage assets in Speightstown, the Morgan Lewis Sugar Mill, the Barbados National Park and the Barbados Landship. These special places and cultural traditions point to Barbados' central role in the Atlantic economic system of the early colonial period and shed new light on British colonialism, the rise of plantation societies and the intendant creation of a Barbadian identity.

Key Concepts

World Heritage Sites: places recognised for Outstanding Universal Value under the UNESCO World Heritage Convention. In Barbados, Historic Bridgetown and Its Garrison was inscribed as a World Heritage Site in 2011. Cultural Heritage Conservation Area 1: World Heritage Site of Historic Bridgetown and its Garrison is defined by the boundaries of the World Heritage Site.

Cultural Heritage: The legacy of physical artefacts and intangible attributes of a group or society that are inherited from past generations, maintained in the present and bestowed for the benefit of future generations. Cultural heritage assets may include archaeological assets or areas, built heritage, cultural heritage landscapes, underwater and intangible heritage.

Intangible Heritage: The practices, expressions and knowledge – along with the objects or spaces associated, with them – that are a part of Barbadian culture. Intangible cultural heritage is often associated with arts, traditional craftsmanship or social rituals or events. Examples include traditional fishing and boatbuilding practices and the Landship.

This chapter is comprised of seven sections:

- **Overarching Policies**
- **Cultural Heritage Assets**
- **Development Adjacent to a Cultural Heritage Asset**
- **UNESCO World Heritage Site**
- **Development in or Adjacent to the UNESCO World Heritage Site**
- **Cultural Heritage Conservation Areas**
- **Archaeological Resources**

Overarching Policies

1. Cultural heritage is recognised as an irreplaceable core asset, consisting of buildings, conservation areas, terrestrial and marine archaeological resources and intangible heritage.
2. Cultural heritage assets play an important role as part of Barbados' green and blue economy and its sustainable tourism industry.
3. The Government will develop protocols to coordinate actions to be taken by the Director of Planning and Development or designate in situations where cultural heritage assets are threatened or damaged by the impacts of the climate crisis or natural disaster.
4. A climate crisis risk analysis will be conducted to characterise the multi-hazard vulnerabilities (levels of exposure and susceptibility) and attributes of natural hazard/climate crisis risks (intensity, duration, frequency timing/seasonality, spatial extent) for individual cultural heritage assets and attributes.
5. Location and asset specific climate crisis adaptation measures will be developed to respond to potential natural hazard and climate crisis impacts.
6. The Government will develop a Heritage Impact Assessment process appropriate to Barbados' context and cultural heritage.
7. In order to retain the historic, architectural or landscape character of specific areas for development and redevelopment within Cultural Heritage Conservation Areas, the requirements of Section 2.5 regarding road reserves and access may be relaxed on agreement of the Director of Planning and Development and Chief Technical Officer, Ministry of Transport, Works and Water Resources.

Cultural Heritage Assets

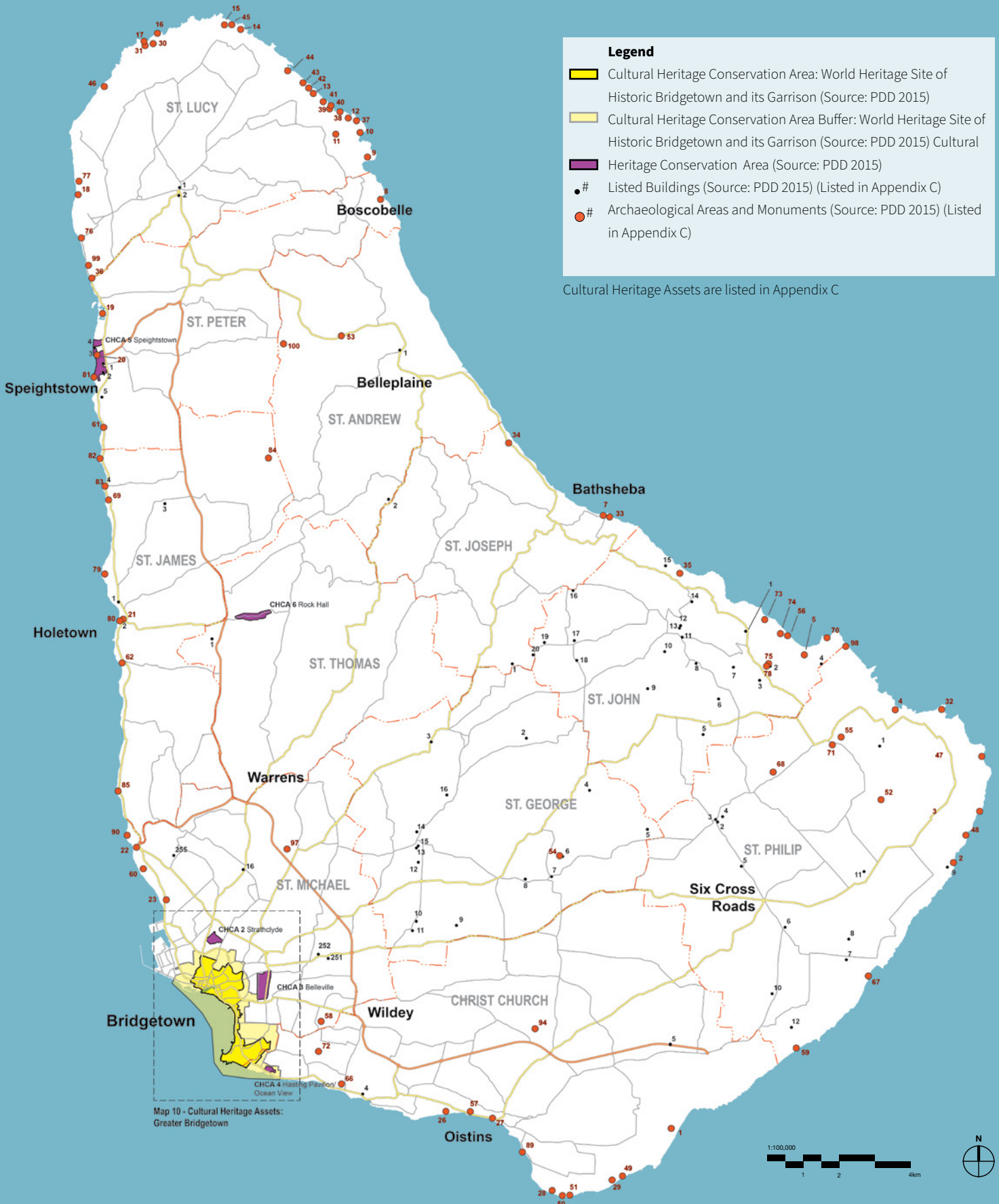
8. The Barbados Register of Historic Places will list and describe all cultural heritage assets that are formally recognised for their cultural heritage value and include statements of significance that explain their heritage values and character-defining elements. Heritage assets include:
 - a) Buildings and structures;
 - b) Historic urban parks;
 - c) Cultural landscapes;
 - d) Districts or clusters of buildings;
 - e) Industrial sites;
 - f) Cultural spaces and areas;
 - g) Sacred spaces; and
 - h) Visual perspectives.
9. The Government, through its Ministry responsible for culture should prepare, update and maintain a Barbados Register of Historic Places within two years of the coming into operation of the PDP. Updating of the Barbados Register of Historic Places will include a public consultation process. Properties included on the Barbados Register of Historic Places (Barbados Register) will be announced and published through the Official Gazette.
10. The Barbados Register will include statements of significance explaining the heritage value and character defining elements of listed cultural heritage assets including: architectural, design or physical values; social, community, historical, natural, archaeological, scientific, or technological values; associated values based on context, setting, or views; or landscape values. The contribution of Barbados' diverse history and cultures will be considered in determining the cultural heritage value of an asset.
11. The Planning and Development Department (PDD) will update and maintain a comprehensive island-wide inventory of Barbados' cultural heritage assets on land and under water.
12. A comprehensive set of standards and guidelines for the conservation of historic places will be developed and endorsed by the PDD to support the conservation decision-making process for the identification,

conservation, and management of all cultural heritage assets. Standards and guidelines will apply to those listed in the Barbados Register. All cultural heritage assets shall be protected, conserved, and maintained consistent with these standards and guidelines.

13. The Barbados Register will be made easily accessible to the public in order to increase public awareness and engagement on the conservation and preservation of cultural heritage assets. Members of the public will be encouraged to submit proposals for new designations of cultural heritage assets.
14. Incentives, including specific fiscal measures, advisory services and grants, will be provided to encourage non-governmental initiatives for the protection and conservation of cultural heritage assets.
15. Significant deterrents for unauthorised interventions and demolitions will be created, including fines of up to BBD\$50,000 and other deterrents. Enforcement capacity will be strengthened to ensure that deterrents are effective.
16. Designated cultural heritage assets will be protected against deterioration by neglect through the enforcement of heritage property standards by-laws.
17. Identified cultural heritage assets may be further protected, maintained, and enhanced through the preparation of specific capital projects and through Planning and Development legislation and any other legislation ratified to protect tangible and intangible heritage assets.
18. An ongoing programme of identification and designation of cultural heritage assets will be undertaken by PDD, in conjunction with the Barbados National Trust, the Barbados Museum and Historical Society, the University of the West Indies and the World Heritage Committee.

Development On or Adjacent to a Cultural Heritage Asset

19. Any proposed development (including public works), alteration, extension, or change of use on, or adjacent to, a cultural heritage asset listed in the Barbados Register will protect the integrity of the cultural heritage asset, including its cultural heritage value and defining characteristics.



MAP 9:
Cultural Heritage Assets



Legend

- Cultural Heritage Conservation Area: World Heritage Site of Historic Bridgetown and its Garrison (Source: PDD, 2015)
- Cultural Heritage Conservation Area Buffer: World Heritage Site of Historic Bridgetown and its Garrison (Source: PDD, 2015)
- Cultural Heritage Conservation Areas (Source: PDD, 2015)
- # Listed Buildings (Source: PDD, 2016)
- # Archaeological Areas (Source: PDD, 2016)
- Tax Parcels with Listed Buildings within the World Heritage Site (Source: USI, 2016)
- Historic Urban Parks

MAP 10:
Cultural Heritage Assets: Bridgetown

- 20.** Any proposed development (including public works), alteration, extension, or change of use on, or adjacent to, a cultural heritage asset will require express written planning permission by the Director of Planning and Development or his/her designate, and will be circulated to the Barbados National Trust, the Barbados Museum and Historical Society, the Archives Department, the Natural Heritage Department, the World Heritage Committee (where appropriate) and any additional nominated body for comments.
- 21.** Any development, alteration, extension or change of land use on or adjacent to the site of a cultural heritage asset, including those listed on the Barbados Register, will require:
- A scoped Heritage Impact Statement that identifies any potential impacts related to the proposed development on the identified values associated with the asset or described in the Barbados Register and appropriate mitigation strategies; and
 - Based on the scoped Heritage Impact Statement and where the Director of Planning and Development considers it appropriate, a Heritage Impact Assessment may be required to be submitted as part the development application. Details on the scope and process for the scoped Heritage Impact Statement and Heritage Impact Assessment are outlined in Section 5.
- 22.** Prior to undertaking an approved alteration to a property on the Barbados Register, the property will be recorded and documented by the owner, to the satisfaction of the Director of Planning and Development and documentation as well as information on the proposed alteration, circulated to the Barbados National Trust, the Barbados Museum and Historical Society and any other nominated body for comment.
- 23.** Demolition or partial demolition of a cultural heritage asset listed in the Barbados Register will not be acceptable unless it can be shown to the Minister responsible for planning that the building is structurally unsound and beyond economic repair, that viable alternative uses cannot be found, or that there would be substantial benefits (including public safety) to the larger community.
- The input of the Barbados National Trust, the Barbados Museum and Historical Society and any other additional nominated body should be sought and considered in making a decision.
- An appropriate and detailed redevelopment plan shall be submitted at the time of application for demolition.
- 24.** In order to protect the defined values and attributes, permanent advertisements, or signs of any type within the curtilage of cultural heritage assets will need the express written permission of the Director of Planning and Development.

UNESCO World Heritage Site

Historic Bridgetown and its Garrison became Barbados' first World Heritage Site in 2011. The World Heritage Management Plan for Historic Bridgetown and its Garrison sets out a complete programme to protect, rehabilitate, interpret, monitor, and celebrate this internationally recognised site. The Management Plan contains a set of policies and processes that will serve as a model for potential future designations being considered across Barbados.

The World Heritage designation presents an unprecedented opportunity to build national pride among Barbadians and foster sustainable economic growth through heritage tourism. To unlock the potential of this international recognition and to advance a new vision for promoting the island, Barbados will work towards implementing the 2011 World Heritage Management Plan by addressing issues such as knowledge about the site, consolidation of the management area, protection measures, coordinated management, public awareness and adequate funding.



➤ Harrison College, Bridgetown



➤ Barbados Museum, Garrison, St. Michael

25. The Physical Development Plan Amended (2023) recognises the UNESCO World Heritage Site designation for Historic Bridgetown and its Garrison, as identified on Map 9: Cultural Heritage Assets and Map 10: Cultural Heritage Assets: Bridgetown. The significance of the UNESCO World Heritage Site is formally acknowledged in the Physical Development Plan Amended (2023) as a Cultural Heritage Conservation Area (CHCA 1) based on its Statement of Outstanding Universal Value as inscribed at the 35th session of the World Heritage Committee in 2011.

26. The Barbados World Heritage Committee (WHC) may provide advice to the Director of Planning and Development on the overall management and protection of the Outstanding Universal Value of Historic Bridgetown and its Garrison. The WHC will take on the role of:

- a) Overseeing adherence to the World Heritage Convention;
- b) Advising on policies and programmes for the conservation and management of heritage sites; and
- c) Monitoring and evaluating all matters relating to the protection and management of cultural heritage sites in Barbados.

27. The Management Plan for Historic Bridgetown and its Garrison 2011 (Management Plan), or its updated version when available, is a core resource tool with the overarching goal of facilitating a participatory and comprehensive system of management to protect and preserve the Outstanding Universal Value of the property

and its buffer zone. Strategically, the objectives of the Management Plan are to:

- a) Protect, preserve and enhance the cultural heritage within the property;
- b) Enhance physical and intellectual access to the site;
- c) Harness, manage and develop the recreational assets and tourism potential of the site to contribute to the diversification of the economy;
- d) Raise awareness, understanding and appreciation of the Outstanding Universal Value of the property and encourage local participation in its preservation;
- e) Interpret the Outstanding Universal Value of the site through a series of cultural programmes and activities;
- f) Establish guidelines for and manage the social and economic activities within the property;
- g) Develop a set of appropriate risk responses and ensure the availability of efficient emergency services for the protection of the property; and
- h) Ensure that future development does not have a negative impact on the Outstanding Universal Value of the property.

28. In keeping with the Management Plan and under the guidance of the Ministry with responsibility for culture in consultation with the WHC, Action Plans will be undertaken including:

- a) Action Plan for Protecting, Preserving and Enhancing Heritage;
- b) Action Plan for Education, Capacity Building and Research;

- c) Action Plan for Traffic Management;
- d) Action Plan for Tourism Management;
- e) Action Plan for Public Awareness;
- f) Action Plan for Cultural and Heritage Interpretation;
- g) Action Plan for Risk Management; and
- h) Action Plan for describing the thematic zones as outlined in the Management Plan page 25.

- 29.** The Physical Development Plan Amended (2023) policies and interpretation and implementation of these policies will be consistent with the goals and objectives of the Management Plan, and will contribute towards implementation of the Action Plans for the Management of Historic Bridgetown and its Garrison.
- 30.** A defined buffer zone extends beyond the boundaries of the Historic Bridgetown and its Garrison World Heritage Site. The intent of the buffer zone is to provide an area of protection from any potential negative impacts of any development proposed outside of and in proximity to the World Heritage Site boundaries.
- 31.** Any proposed development or alteration of land within the buffer zone must demonstrate that appropriate measures will be taken to mitigate potential negative impacts on cultural heritage assets located within the designated World Heritage Site.
- 32.** The Physical Development Plan Amended (2023) recognises the potential for future additional UNESCO inscriptions for locations in Barbados, and will be amended in order to reflect appropriate policies to implement any associated heritage management plans. Map 9 will be updated in order to reflect the site boundaries and buffer zones of any future UNESCO World Heritage Sites. Local communities will be involved in the development of nomination files as a means to build awareness and engagement.

Development in or Adjacent to the UNESCO World Heritage Site

Cities inscribed on the World Heritage List need to evolve and be the focus for investment in order to respond to community needs and to remain resilient. Good development can in fact enhance a designated site. It is important to acknowledge that “one size does not fit all”. Each World Heritage Site is

unique and arguably different locations within one World Heritage Site can be - and often are - different. Good process that takes the specific context into account is the key to successful insertion of new developments in or adjacent to World Heritage Sites. World Heritage guidelines encourage ecologically and culturally sustainable uses that may contribute to the quality of life of communities but require countries to avoid negative impacts on the Outstanding Universal Value of World Heritage Sites.

- 33.** Any proposed development (including public works), alteration, extension, or change of use in, or adjacent to, the UNESCO World Heritage Site will protect its Outstanding Universal Value.
- 34.** A robust understanding of context requires local knowledge to elaborate on the Statement of Outstanding Universal Value. An in-depth understanding of the context within which a new development will be situated will consider the site itself and the surrounding area, and include historical significance, archaeological resources, heritage buildings, streetscapes, visual perspectives and any other pertinent tangible or intangible values.
- 35.** Any proposed development (including public works), alteration, extension, or change of use in, or adjacent to, the UNESCO World Heritage Site will require express written planning permission by the Director of Planning and Development or his/her designate, and will be circulated to the Barbados National Trust, the Barbados Museum and Historical Society, the Archives Department and the World Heritage Committee and any additional nominated body for comments.
- 36.** Any decisions regarding the development or alteration of any property located within the boundaries of the UNESCO World Heritage Site as identified on Maps 9 and 10 will be consistent with the policies of this section as well as the objectives and directions of the Historic Bridgetown and its Garrison Management Plan (2011).
- 37.** Decisions on development proposals will be based on principles that support the conservation of heritage value and character-defining elements when creating any new additions.
 - a) New work will be physically and visually compatible with, subordinate to and distinguishable from the World Heritage Site.

- b) New work may be acceptable when it respects and does not distort or obscure the cultural significance of the place, or detract from its interpretation and appreciation.
 - c) New work should respect the World Heritage Site elements through consideration of its siting, mass, form, scale, character, colour, texture and material.
- 38.** Knowledge of the context and conservation principles should inform the design of new projects from the outset. Dialogue between project proponents and planning officials is an iterative process that begins at the initial stages of project development.
- 39.** Within or adjacent to the World Heritage Site (CHCA 1: World Heritage Site of Historic Bridgetown and its Garrison):
- a) A scoped Heritage Impact Statement will be required for any development, alteration or extension of greater than 20 square metres of gross floor area or Plan of Subdivision for over 5 lots. Based on the scoped Heritage Impact Statement and where the Director of Planning and Development considers it appropriate, a Heritage Impact Assessment may be required to be submitted as part the development application; and
 - b) A Heritage Impact Assessment will be required to be submitted as part of the development application for any development alteration or extension of greater than 50 square metres of gross floor area or Plan of Subdivision of over 10 lots.
- 40.** The scoped Heritage Impact Statement or Heritage Impact Assessment will identify any potential impacts related to the proposed development on the Outstanding Universal Value and, if appropriate, the identified values associated with the asset or described in the Barbados Register and will identify appropriate mitigation strategies. Details on the scope and process for the scoped Heritage Impact Statement and Heritage Impact Assessment are outlined in Section 5.
- 41.** Demolition or partial demolition of a property within the World Heritage Site that is listed on the Barbados Register or contributes to the Outstanding Universal Value of the site will not be acceptable unless it can be shown to the Minister responsible for planning that the property is structurally unsound and beyond economic repair, that viable alternative uses cannot be found, or that there would be substantial benefits (including public safety) to the larger community.
- a) The input of the Barbados National Trust, the Barbados Museum and Historical Society and any other additional nominated body should be sought and considered in making a decision.
 - b) An appropriate and detailed redevelopment plan shall be submitted at the time of application for demolition.
- 42.** In order to retain its appearance, permanent advertisements, or signs of any type within the World Heritage Site will need the express written permission of the Director of Planning and Development.
- 43.** Landmark projects of significant scale are best dealt with through a peer review, using a Design Review process with a panel of experts including heritage conservation expertise. A made-in-Barbados professional evaluation of major proposals would allow for a broader range of input from knowledgeable sources to encourage excellence in architecture, urban design and landscape design.

Cultural Heritage Conservation Areas

Cultural Heritage Conservation Areas represent a contemporary approach to achieving heritage conservation goals while integrating heritage as part of the life of the community. They consist of the buildings, landscapes, cultural spaces, archaeological resources, important views, and other contributing features that define the unique character of the community.

- 44.** Cultural Heritage Conservation Areas (CHCA) will be designated in accordance with the Planning and Development Act as a means of conserving their heritage values, including architectural, design or physical values; social, community, historical, natural, archaeological, scientific, or technological values; associated values based on context, setting, or views; or landscape values. The contribution of Barbados' diverse history and cultures will be considered in determining the cultural and/or natural heritage value of an area, and in the case of CHCA 1 (World Heritage Site of Historic Bridgetown and its Garrison), its Outstanding Universal Value.
- 45.** Barbados' designated Cultural Heritage Conservation Areas are identified on Map 9: Cultural Heritage Assets and Map 10: Cultural Heritage Assets: Bridgetown and include:

- a) CHCA 1: World Heritage Site of Historic Bridgetown and its Garrison;
 - b) CHCA 2: Strathclyde – also documented and supported by the Strathclyde Local Area Plan;
 - c) CHCA 3: Belleville – also documented and supported by the Belleville Local Area Plan;
 - d) CHCA 4: Hastings Pavilion/Ocean View;
 - e) CHCA 5: Speightstown; and
 - f) CHCA 6: Rock Hall.
- 46.** Statements of significance will be prepared for each of the Cultural Heritage Conservation Areas to explain their heritage values and character-defining elements. These statements of significance will be made available for public access.
- 47.** The Planning and Development Department will implement targeted community programmes to encourage engagement and public awareness of Cultural Heritage Conservation Areas, and to encourage the involvement of local communities in the development of future Cultural Heritage Conservation Areas.
- 48.** Within Cultural Heritage Conservation Areas, natural heritage risk zones will be identified along with strategies to mitigate any risks to heritage assets.
- 49.** Any proposed development, alteration, extension, or change of use within Cultural Heritage Conservation Areas will require express written planning permission by the Director of Planning and Development or designate, and will be circulated to the Barbados National Trust, the Barbados Museum and Historical Society, and any additional nominated body for comments.
- 50.** Within a CHCA, development will require the submission of a scoped Heritage Impact Statement/ Heritage Impact Assessment as follows:
- a) A scoped Heritage Impact Statement will be required for any development, alteration or extension of greater than 20 square metres of gross floor area or Plan of Subdivision for over 5 lots. Based on the scoped Heritage Impact Statement and where the Director of Planning and Development considers it appropriate, a Heritage Impact Assessment may be required to be submitted as part the development application.
 - b) A Heritage Impact Assessment will be required for any development alteration or extension of greater than 50 square metres of gross floor area or Plan of Subdivision of over 10 lots.
 - c) A Heritage Impact Assessment will be required for new roads and improved roads or junctions that widen existing rights-of-way.
- 51.** Development in Cultural Heritage Conservation Areas will only be permitted where the scoped Heritage Impact Statement or Heritage Impact Assessment demonstrates that the proposed development:
- a) Enhances or preserves the values associated with the CHCA or described in the Barbados Register and defines appropriate mitigation strategies to the satisfaction of the Director of Planning and Development.
 - b) Respects the special character and quality of the area through size, design and materials, in compliance with the Barbados standards and guidelines for the conservation of historic places.
- 52.** Demolition or partial demolition of a property within a CHCA that is listed on the Barbados Register or contributes to the heritage value of the CHCA will not be acceptable unless it can be shown to the Minister responsible for planning that the property is structurally unsound and beyond economic repair, that viable alternative uses cannot be found, or that there would be substantial benefits (including public safety) to the larger community.
- a) The input of the Barbados National Trust, the Barbados Museum and Historical Society and any other additional nominated body should be sought and considered in making a decision.
 - b) An appropriate and detailed redevelopment plan shall be submitted at the time of application for demolition.
- 53.** The felling or lopping of all trees over 0.5 metres in diameter in Cultural Heritage Conservation Areas will require the express written permission by the Director of Planning and Development or designate.
- 54.** All new development should normally conform to the relevant planning policies referred to elsewhere in this document, but variations in these standards would be considered in review of applications by PDD in order to maintain the specific values and characteristics of the Cultural Heritage Conservation Areas.
- 55.** In order to retain the appearance of Cultural Heritage Conservation Areas, permanent advertisements or signs of any type will need the express permission of the Director of Planning and Development.



➤ Cemetery, Nidhe Israel Synagogue

56. Development by the Government, its agencies and statutory undertakers, including wirescapes, substations, road signs, street furniture, drainage activities, streetscaping, road repairs and widening that affect the appearance of Cultural Heritage Conservation Areas will require the express approval of the Director of Planning and Development. Generally, all publicly funded works will be designed in a comprehensive and complementary manner, in compliance with the Barbados standards and guidelines for the conservation of historic places, to enhance their special heritage character.

Archaeological Resources

Archaeological resources and research include both terrestrial and underwater resources. Archaeological research in Barbados began in the early twentieth century. It helps shed light on the Amerindian peoples who settled the island thousands of years ago and on the lives of colonists and enslaved workers. Archaeological heritage also supports cultural tourism initiatives. To improve the protection, management and awareness of archaeological resources, Barbados should enact legislation, strengthen policies, improve professional capacity and undertake public awareness initiatives.

57. The Government will update inventories for terrestrial and underwater resources, taking care to keep exact locations confidential to prevent looting and other inappropriate activities.

58. Statements of significance for recognised Archaeological Areas will be prepared that will explain their heritage values and character-defining elements. These statements will be included in the Barbados Register and made publicly available, when appropriate.

59. A scoped Heritage Impact Statement identifying any potential impact on archaeological resources will be required for any development, infrastructure project, alteration, extension or change of use:

- a) Over 20 square metres gross floor area or over 5 lots within Archaeological Areas identified on Map 9: Cultural Heritage Assets;
- b) Over 50 square metres gross floor area if the site is within a Community Core of a Historic Regional Centre; or
- c) Over 500 square metres gross floor area or Plan of Subdivision over 10 lots otherwise.

The scoped Heritage Impact Statement will summarise any potential presence of archaeological resources including a brief background history and a shovel test survey of the property to determine whether there are archaeological resources on the site.

60. Where potential presence of archaeological resources is identified, a full Heritage Impact Assessment will be undertaken, unless determined otherwise by the Director of Planning and Development. The documentation for a Heritage Impact Assessment related to archaeological resources will include:

- a) Details on the background history of the property;
- b) Details on the presence and importance of the archaeological remains;

- c) Details as to how the development will affect the archaeological remains; and
 - d) Appropriate remedial and mitigation actions required to maintain the integrity of the archaeological resources, such as:
 - i) Site designs which avoid the archaeological remains;
 - ii) Burial of the archaeological remains by covering the features with a geotextile layer and mounding prior to development; or
 - iii) Excavation, recovery, and conservation of the archaeological remains prior to development.
- 61.** Archaeological surveys and mitigation are at the cost of the project proponent.
- 62.** Oversight and/or review of the Heritage Impact Assessment will be carried out by a professional archaeologist in consultation with the PDD and an advisory board made up of representatives from the Barbados Museum and Historical Society, UWI (Cave Hill) and Barbados National Trust.
- 63.** When human skeletal remains are encountered, it will be the responsibility of the developer to immediately contact the Royal Barbados Police Force. If it is determined that the skeletal remains belong to early historic or prehistoric populations, then efforts must be made for the proper recording, recovery, and removal of the skeletal materials. The recovery of human skeletal remains should be conducted by a trained archaeologist.
- 64.** Prior to approval, the Director of Planning and Development, in consultation with the Barbados National Trust, the Barbados Museum and Historical Society and the Archives Department, may require:
- a) Additional documentation of the archaeological resources present on the site; and/or
 - b) Redesign or enhancement of the development proposal including the proposed mitigation measures.
- 65.** A detailed record of archaeological observations during construction may also be required as a condition of approval.
- 66.** Should archaeological resources be encountered during underwater development projects, it will be the responsibility of the proponent to hire a trained underwater archaeologist to record and recover archaeological resources.



➔ 2.2.6

Community Cores

Community cores are recognisable, established centres throughout the existing urban fabric. They are the focus of shops, services and transport for an area. In some places, such as Speightstown, Holetown or Oistins, they are the historic cores of these communities. Emerging community cores are also developing in fast growing areas of the island and may have a more auto-oriented function drawing from a wider regional area. The intention of recognising distinct community cores throughout the island is to ensure that these places continue to function as a focus for shops, services, public spaces, amenities, and community gathering.

The community cores of Bridgetown, Speightstown, Holetown, Oistins, Six Cross Roads, Warrens, Wildey, Belleplaine and Bathsheba are identified in the Community Plans in Part B of the Physical Development Plan Amended (2023). Each core is defined in a place specific manner and policies to encourage vibrant, walkable, and prosperous cores are tailored to the distinct opportunity of that community.

Overarching Policies

1. The distinct role and identity of each community core within the wider community will be recognised and strengthened.
2. Community cores are intended to provide a higher level of service for their surrounding areas. As such, the Government will continue to provide a range of services in community cores.
3. Community cores are intended to function as employment centres for the surrounding area, and the Government will support the creation of employment opportunities in community cores.
4. A range of housing types, including seniors' and affordable housing, are appropriate for community cores to build on existing community assets and services.

5. Community cores may be appropriate locations for multi-family, multi-storey buildings. Further guidance can be found in the Design Strategies provided in Section 3.4.4 for Mixed Use Areas and within each of the Community Plans.
6. Community cores will be the focus of the mobility network, providing the greatest transportation choice on the island. Mobility Nodes have been identified within many community cores, as described in Section 2.4 and the Community Plans.
7. Community cores will be designed to be the most walkable and accessible locations on the island.
8. Buildings and the public realm of community cores will be designed to the highest standard. To this end, a Design Review process may be considered in community cores.
9. The open space system in community cores will link together high quality parks, open spaces and the waterfront, where applicable.
10. Cultural heritage assets within community cores will be identified and enhanced as key to community character and incorporated into place making strategies.
11. Vacant and abandoned buildings will be considered prime locations for reinvestment and revitalisation, in particular cultural heritage resources within community cores that may be in disrepair.
12. Design strategies will ensure adaptability of community cores to the impacts of the climate crisis, in particular sea level rise and storm surge.

Key Concepts

Community core: the commercial, residential and cultural heart and central places of Barbados, providing the densest concentration of people, buildings, and activities. Strengthening the cores strengthens the entire region, as the cores provide services far beyond their borders.

Public realm: the space around, between and within buildings that is publicly accessible, including streets, squares, parks, beaches and open spaces.

➔ 2.3

The Green and Blue Economy

Transitioning to a green and blue economy is seen as pivotal in reducing the vulnerability of the nation to economic and natural shocks and charting a more sustainable development path. In this regard, promoting and sustaining a green and blue economy is an underlying direction that guides the scope and focus of the PDP Amended (2023) policies.

The concept of a green economy was first articulated in the Barbadian context in the National Strategic Plan 2006-2025 and thereafter in the Barbados Growth and Development Strategy 2010-2014. Since that time, the Government of Barbados established formal partnerships in 2010 with the United Nations Environment Programme, Partnership for Building a Resource-Efficient Green Economy, and thereafter with the United Nations Industrial Development Organisation.

Key Concepts

Green Economy: An integrated production, distribution, consumption, and waste assimilation system that, at its core, reflect the fragility of our small island ecosystems as the basis for natural resource protection policy intervention, business and investment choice, human development programming, and for the facilitation of export market development strategies.

Blue Economy: The Blue Economy is all of the resources, activities, people and practices that exist within Barbados' coastal zone. The development of a sustainable development approach to ocean resources will diversify the economy and create jobs.



➤ Berinda Cox Fish Market, Oistins

The Green Economy Scoping Study (GESS) for Barbados (UWI, 2012; Moore et al, 2014) commissioned by the Government of Barbados and approved by the Parliament of Barbados in 2016 outlined a roadmap inclusive of principles, strategies and policy measures for mainstreaming the green economy into the national development policy framework. Barbados is the first Caribbean nation to have undertaken this initiative. To support Barbados in developing a long-term strategy to achieve blue growth, support from the UNDP resulted in the completion of a Blue Economy Scoping Study (UWI 2020).

This chapter is comprised of two sections:

- **Overarching Policies**
- **Sustainable Tourism**

Overarching Policies

1. The Government will support the island's transition to a green and blue economy. This will include:
 - a) Advancing the concept of the blue economy in all sectors;
 - b) Pursuing the mainstreaming of the green economy concept in all sectors of the economy, in particular implementing opportunities identified in the Barbados Green Economy Scoping Study for greening the agriculture, fisheries, building/housing, transport and tourism industries;
 - c) Protecting the island's core assets including water, food and agricultural lands, the natural heritage system, cultural heritage assets, the National Park and community cores, in accordance with Section 2.2;
 - d) Promoting the efficient use of land through a resilient and sustainable development pattern, in accordance with Section 2.1;
 - e) Developing the National Park based on best practices in the integration of economic growth within the context of sound environmental management and good stewardship, in accordance with Section 2.2.4;
 - f) Encouraging a more sustainable approach to waste management, with increased recycling, reduction and reuse, consideration of waste to energy conversion and increased diversion from landfills;
 - g) Advancing mobility and accessibility by developing a transportation network that prioritises alternatives to the private automobile including public transport and active transportation, in accordance with Section 2.4;
 - h) Prioritising energy efficiency and renewable energy sources, in accordance with Section 2.5;
 - i) Requiring sustainable resource extraction practices including controls on location, scale, and methods of extraction and rehabilitation of former mined sites for recreational purposes and environmental restoration; and
 - j) Prioritising putting in place the relevant mechanisms and legislation in support of the green economy including environmental management, protected areas management, renewable energy, and waste and pollution control.
2. The Government will support the diversification and greening of sectors within the island's economic base to build resilience. This will include:
 - a) Promoting and expanding green economy-related employment, in particular employment in the sustainable tourism and agriculture sectors;
 - b) Encouraging more resource-efficient offices and knowledge-based industries in Employment Areas in addition to adopting greener approaches to traditional light industrial uses and spaces; and
 - c) Promoting innovative and sustainable development, infrastructure and building practices. These may include the greater use of green building materials and less resource intensive technologies, the introduction of higher environmental building standards and improved efficiencies in energy and water consumption.
3. The food and agriculture sector is recognised as a key component of the island economy. Primary importance will be given to maintaining a sustainable food and agricultural land base, increasing food and nutrition security and sovereignty and supporting a viable agricultural sector in accordance with Section 2.2.1.
4. The commercial role of central Bridgetown and the community cores of other communities is key to the success of these cores as complete communities and will therefore be enhanced and revitalised.

5. The redevelopment of commercial facilities in community cores will be encouraged by such measures as:
 - a) Increasing flexibility in permitted uses;
 - b) Encouraging the conversion and adaptive reuse of existing buildings;
 - c) Creating a comprehensive parking and traffic strategy; and
 - d) Improving the amenity and quality of the public realm.
6. Major shopping facilities in suburban and peripheral areas will be permitted, provided that they do not negatively impact the planned function of central Bridgetown or the Regional Centres. Market Impact Assessments will be required for major shopping centre proposals outside of central Bridgetown and the Regional Centres in accordance with Section 3.5.
7. The return to productivity of vacant, derelict and under-performing lands and buildings within Employment Areas will be encouraged by such measures as:
 - a) Increasing flexibility in permitted uses;
 - b) Encouraging the conversion and adaptive reuse of existing buildings; and
 - c) Improving the level of amenity and public realm.
8. New major institutional campuses such as medical schools will be considered on sites that meet the following criteria:
 - a) Easily accessible by public transportation;
 - b) Appropriately scaled for the ultimate capacity of the institution; and
 - c) Compatible with adjacent land uses.

Sustainable Tourism

Tourism has been Barbados' primary foreign exchange earner and most powerful economic driver since the 1970s when the nation shifted from a land based production economy towards a service based economy. The value of the tourism industry in Barbados reflects the long established and self-reinforcing relationship between the appeal of the island's sub-tropical location and climate, the range and quality of its natural assets, and its ability to attract inward investment for the development of a range of quality tourism facilities and services. Not only is it essential to maximise the contribution of tourism to the Barbadian economy, tourism must also act as the catalyst for the economic stimulation of other sectors.

Traditionally the tourism industry in Barbados has been focused around sun, sea and sand. However, in today's context of the competitive global tourism marketplace and the climate crisis, relying on these is no longer enough. Coastal hotel developments will be the first to suffer from the effects of sea level rise and extreme weather events. There is a need to build resiliency into the tourism sector in Barbados, both by broadening and re-orienting the tourism offer and by incorporating sustainable practices and climate crisis adaptation and mitigation strategies into the management of tourism assets and attractions.

9. The Government will support the development of the tourism industry in accordance with the principle of sustainable tourism.
 - a) All tourism-related land use decisions will support the primary goal of Barbados' Tourism Master Plan 2014-2023, "to grow the Barbados visitor economy sustainably and responsibly in consideration of the people, the economy and the natural environment."
 - b) The Government will promote its sustainable tourism objectives by:
 - i) Determining the optimal mix of types of establishments to be encouraged; continuously upgrading the accommodation product and encouraging investment in the tourism product;
 - ii) Directing new beach-related tourism development primarily to existing Tourism Corridors and areas designated for tourism along the south and west coasts;

- iii) Promoting and enabling sustainable community-based tourism initiatives as means to support social and economic development;
 - iv) Supporting expansion, improvement and redevelopment of tourist accommodation facilities in proximity to prime attractions including good swimming beaches, cultural heritage assets and community cores;
 - v) Directing new tourism development to areas currently served, or proposed to be served, by piped water systems;
 - vi) Encouraging the conservation, sound management and enhancement of the built environment and cultural heritage assets in order to create an attractive environment for visitors; and
 - vii) Promoting the preservation of unique natural and open spaces, identified in the Barbados System of Parks and Open Spaces, that add to a unique visitor experience.
- 10.** Environmental sustainability and climate resiliency will be primary considerations in the development of tourism attractions and hotel accommodations.
- a) Energy efficiency and the incorporation of renewable energy will be encouraged in tourism developments.
 - b) Water conservation practices will be required in tourism developments, particularly the hotel sector.
 - c) Disaster risk reduction and climate crisis adaptation measures will be required in the design and operation of coastal hotel developments and in International Gateway Nodes such as the Bridgetown Port and Grantley Adams International Airport.
- 11.** A broader range of tourism accommodations and attractions will be encouraged across the island, particularly those that provide an “authentic” Barbados tourism experience. This will include:
- a) Attractions that involve interacting with the island’s natural or cultural heritage;
 - b) Attractions that demonstrate sustainability and/or innovation;
 - c) Alternative accommodations such as bed and breakfasts, inns in historic houses, camping grounds, eco-lodges, retirement villages and inland accommodations where services exist; and
- d) Tourism products that serve both the domestic and international tourism markets.
- 12.** The Government will encourage the conversion of plantation houses for tourism and accommodation uses.
- 13.** The Historic Bridgetown and its Garrison UNESCO World Heritage Site will be promoted as a key sustainable tourism asset and the cornerstone of a cultural heritage tourism strategy.
- 14.** The National Park will be promoted as a key sustainable tourism asset. Strategies for sustainable tourism in the National Park will include:
- a) Facilitating opportunities for nature tourism activities and facilities such as camping, hiking, eco-lodges, and food trails;
 - b) Identifying Belleplaine as the centre of the National Park and encouraging the development of infrastructure to support this role such as signage, an education centre, and trailheads;
 - c) Promoting unique sustainable attractions in the National Park including the Walkers Sand Mine Regeneration Project; and
 - d) Improving the wayfinding to and within the National Park through enhanced signage on the National Park Route and National Scenic Parkway.
- 15.** To support new tourism and economic activities, new islands and peninsulas off the coast of Barbados may be constructed, according to the following criteria:
- a) An Environmental Scoping Study is required to determine the feasibility of the project;
 - b) An Initial Environmental Evaluation will be required to demonstrate the project’s benefit;
 - c) The proposal must be reviewed against and demonstrated to be in keeping with the overall direction of the Coastal Zone Management strategy for the island.

2.4

Advancing Mobility and Accessibility

The provision of efficient transport service and infrastructure is fundamental to the promotion of inclusive, healthy communities and sustainable development within Barbados. Access to employment opportunities and education, health and other services, and obtaining benefits from those services, hinges on the availability of safe, affordable, comfortable, reliable and efficient transport systems.

Recently there has been a major shift in transportation thinking, from a focus on the ease of movement for cars, to a focus on the ease of movement for people and goods. The concept of accessibility refers to ease of travel between activities, or the overall difficulty in getting from an origin to a destination. Transportation planning today involves considering how a combination of modes can be used to improve accessibility for people and goods. Finally, there has been growing evidence of the key role mobility, accessibility and land use can play in addressing the challenges faced by increasing rates of non-communicable diseases such as obesity and diabetes. Advancing mobility and increasing accessibility will be key to an inclusive, prosperous and healthy nation in Barbados.

This chapter is comprised of eight sections:

- **Overarching Policies**
- **Multimodal Network**
- **Mobility Nodes**
- **Active Transportation**
- **Public Transport**
- **International Gateways**
- **Parking Management**
- **Water Transport**

Key Concepts

Mobility: The ease of movement for people and goods, encompassing a full range of modes including walking, cycling, transit, water transport, private vehicles and air transportation.

Multimodal: Combining more than one mode of travel, such as driving to a Park and Ride lot and getting on a bus, or cycling or walking to a water taxi stop and getting on a boat.

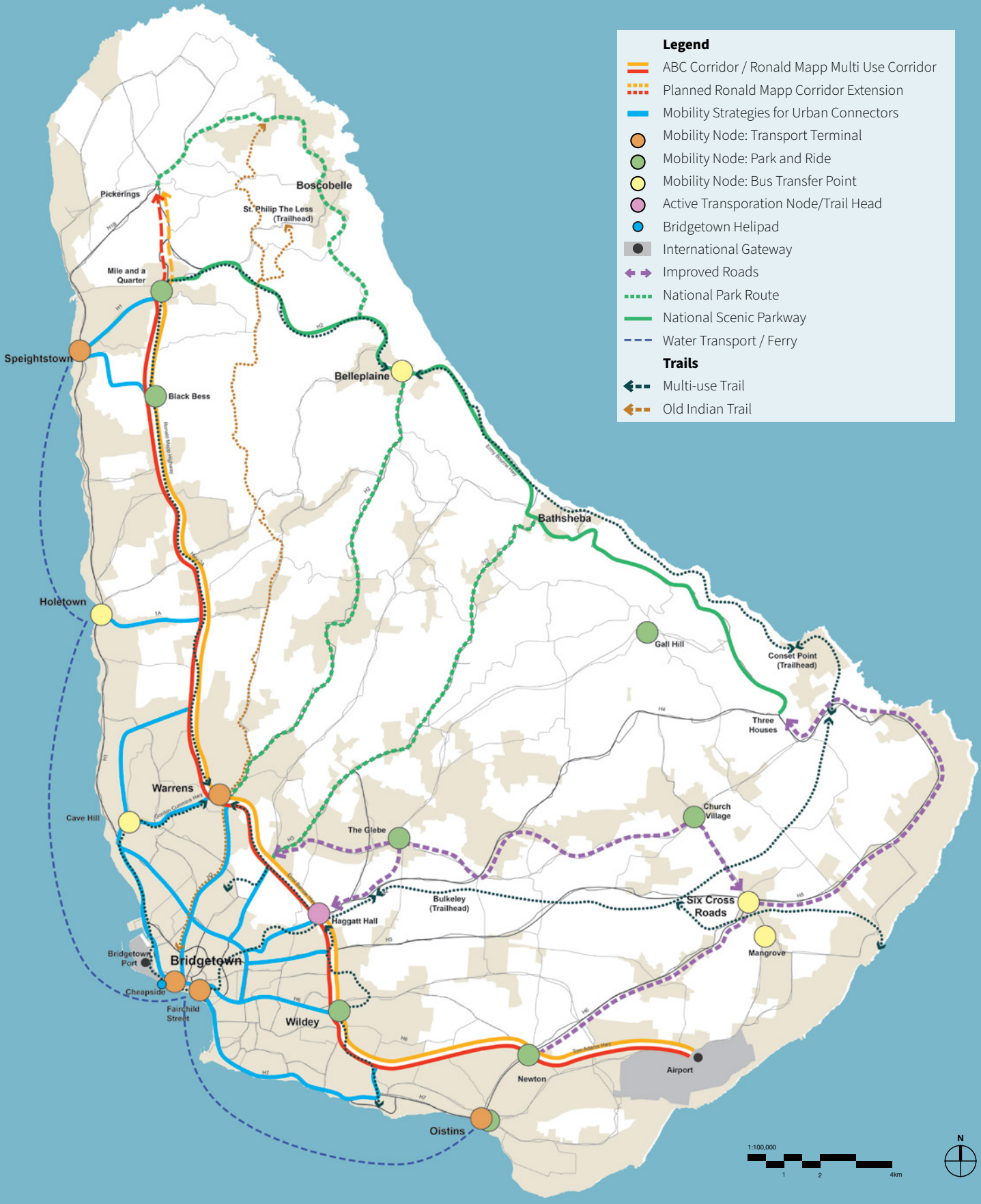
Overarching Policies

1. Barbados will shift towards increasing mobility and accessibility by planning for multiple modes of transportation tied together as part of an integrated island-wide network. Barbados will plan for a multimodal transportation network as outlined in Map 11 that:
 - a) Offers a choice of multiple transportation modes, including active transportation (walking, cycling), public transport (bus, water transport), and the automobile (private or shared);
 - b) Meets a variety of people's needs and connects them with major destinations for employment, institutional, commercial, and cultural uses;
 - c) Remains resilient under changing natural hazard and climate conditions;
 - d) Plans for Mobility Hubs of varying scales and types across the island that will allow people to connect and facilitate ease of transfer and interchange between different modes of transportation;
 - e) Places greater emphasis on the development and redevelopment of communities, on public transportation, active transportation, and pedestrian connectivity, recognising that constructing new roads alone will not solve transportation challenges;
 - f) Ensures that transportation strategies will be appropriate in the context of the locations that they are planned for, achieving a balance between the effective and efficient movement of people and goods while ensuring public safety; and



➤ Public Transport, Congo Road, Six Cross Roads, St. Philip

- g) Explores potential strategies and policies to promote and incentivise public and shared transport usage and active transportation, and to dis-incentivise private automobile usage.
2. The Government will promote access for all to safe, age- and gender-responsive, affordable, accessible, and sustainable urban mobility and land and sea transport systems, in accordance with the objectives of the New Urban Agenda ratified during Habitat III.
 - a) Barbados' transportation network will be designed to:
 - i) Enable people to engage in meaningful participation in social and economic activities across the island;
 - ii) Increase the level of public safety, health and longevity by reducing transportation related fatalities, injuries and accidents; and
 - iii) Increase safe transportation choices, availability and reliability for all citizens, residents and visitors to Barbados.
 - b) The Physical Development Plan Amended (2023) will integrate transport and mobility plans with land use planning decisions to promote a wide range of transport and mobility options.
 3. The Government will recognise the link between transportation and the climate crisis, in particular the significant amount of greenhouse gases contributed by private automobile usage.
 - a) Transportation alternatives to the automobile, such as public transport and active transportation modes, will be promoted as a means of reducing Barbados' greenhouse gas emissions.
 - b) The use of electric vehicles will be incentivised as an alternative to gasoline-based transportation.
 4. The Government will identify and plan for disaster risk reduction and resiliency measures related to Barbados's transportation network.
 - a) A network of alternate routes set inland will be planned in order to ensure resiliency if roads in risk-prone areas, particularly near coastal zones, become inaccessible or fall into disrepair, requiring the redirection of traffic.
 - b) Research, data, and projections regarding impacts of the climate crisis and natural hazard phenomena will be integrated into decisions regarding Barbados' transportation network to develop a more robust perspective.
 - c) Iterative risk management approaches that are supported by appropriate modelling and adaptation tools will be developed to respond to projected climate and hazard impacts. Performance measures will be used to inform the prioritisation and decision making on appropriate adaptation approaches and interventions.



MAP 11:
Mobility and Accessibility

Multimodal Network

5. Barbados' multimodal transportation network, as shown conceptually on Map 11, will consist of the following core components:
 - a) **ABC/Ronald Mapp Corridor:**
 - i) Barbados' primary highway corridor, which will be planned over the long term to accommodate multimodal movement including cars, goods, transit and active transportation, where appropriate and mobility strategies such as High Occupancy Vehicle (HOV) lanes on high volume segments.
 - ii) Ronald Mapp Corridor extension: planned extension of the Corridor to connect to St Lucy Parish Church.
 - b) **Urban Connectors:** As the primary routes from the ABC/Ronald Mapp Corridor to coastal communities, high traffic volumes and congested segments at peak times characterise these routes. Mobility strategies such as peak hour reverse traffic flows and other traffic management approaches should be explored to increase the efficiency of these corridors.
 - c) **Mobility Nodes:** Including Transport Terminals, Park and Rides and Bus Transfer Points.
 - d) **Active Mobility Node/Trailhead:** Where trails converge, providing an opportune location for infrastructure that support active mobility.
 - e) **Improved Roads/Routes:** Improvements to existing roads that better connect existing communities, key destinations and commuter routes.
 - f) **National Park Route:** Improvements to existing key routes to, from and within the National Park including wayfinding signage.
 - g) **Scenic National Parkway:** Scenic route through the National Park, which should be improved and promoted as a tourism attraction.
 - h) **Water Transport / Ferry:** Water based transportation for movement of people.
 - i) **Multi-Use Trails:** Consisting of "rail to trail" routes and other established hiking trails.
 - j) **International Gateways:** Including the Grantley Adams International Airport and the Bridgetown Port.
6. Land use planning and transportation planning decisions will be integrated and coordinated in order to increase mobility and accessibility, and to encourage use of active transportation and public transport modes.
 - a) The Government, through the Ministry of Transport, Works and Water Resources, will update and complete a National Transport Plan so that national land use in the Physical Development Plan Amended (2023) and transportation policies are aligned and in support of the Ministry's Strategic Plan (2017).
 - b) Residential and non-residential development located near transportation corridors and Mobility Nodes will be planned to accommodate higher densities where it fits with the character of the surrounding use. This will consist of a built form, scale, and type of development that will foster a modal shift towards public transport and active transportation modes.
 - c) The provision of transportation infrastructure will be consistent with the vision, direction, and policies of the PDP Amended (2023) and the Ministry of Transport, Works and Water Resources' Strategic Plan (2017), and shall be planned to integrate land use and transportation to support the National Centre and Regional Centres, employment areas, major institutional nodes such as universities or healthcare facilities, and retail nodes.
 - d) The multimodal transportation network will be planned to ensure the efficient, convenient, and safe movement of both people and goods. The location of goods transport routes across Barbados will be periodically reviewed and refined to ensure effective movement.
 - e) Accessible and barrier-free design options will be incorporated into all modes of public transportation infrastructure throughout Barbados.

Mobility Nodes

Mobility Nodes consist of multiple modes of transportation infrastructure situated at central or key strategic locations in communities across Barbados. They may include a combination of public transport services including both public and private operators, active transportation infrastructure with pedestrian and cycling connectivity, and park and ride facilities.

- 7.** Mobility Nodes will be planned and developed throughout Barbados at central or strategic locations, and will be designed to offer convenience and reliability to increase the overall appeal of public transport services and active transportation modes. Mobility Nodes are located throughout Barbados as identified on Map 11: Mobility and Accessibility.
 - a) Mobility Nodes will be designed with a high quality public realm that features attractive landscaping and prioritises pedestrian connectivity, convenience, and comfort. Mobility Nodes will be designed to emphasise a comfortable pedestrian experience, including pedestrian pathways and bridges and safe street crossings.
 - b) Mobility Nodes will be developed as mixed use areas, and permit a variety of compatible retail vendors and services on-site or in the surrounding area in order to serve the needs of travellers and strengthen their connection to the surrounding community.
 - c) Additional Mobility Nodes may be located at central or strategic locations within the National and Regional Centres, local centres, major institutional uses such as universities, government buildings or healthcare facilities, and proximate to major commercial, employment, or tourism and cultural areas.
- 8.** Mobility Nodes will link together multiple modes of transportation including public and private transport services, active transportation and related infrastructure for the purposes of reducing congestion and encouraging shared transportation solutions. Mobility Nodes will be planned and designed to successfully achieve a range of functions appropriate to their location and scale as follows as outlined in Figure 6.
 - a) Transport Terminals: bus terminals with shelters where numerous buses, minibuses, and ZR taxis come together.
 - b) Park and Ride facilities: car parks where travellers can leave their car and transfer to public transport modes or a car pool.
 - c) Bus Transfer Point: location of several bus stops/ convergence of transport service designed to ensure safe, weather protected areas for passengers.
- 9.** Supporting infrastructure will be integrated with Mobility Nodes:
 - a) Public transport services, including public and private operators; and
 - b) Active transportation infrastructure such as bicycle facilities/parking or pedestrian priority improvements;
- 10.** A Park and Ride facility will be explored at the Glebe Mobility Node as a pilot project to determine the feasibility of developing other examples across the island.

	TRANSPORT TERMINAL	BUS TRANSFER POINT	PARK AND RIDE
Mobility related Infrastructure	<ul style="list-style-type: none"> • Bus terminal building or shelter for multiple buses to lay over. • Potential for integration of public transport, bus, minibus, jitney, taxis • Cycling infrastructure (parking) • Pick up and drop off areas • May include public parking or park and ride lot • Often adjacent to formal or informal vending areas 	<ul style="list-style-type: none"> • Several bus stops and multiple routes • Potential shared stops for public transport buses, mini bus, and jitney, taxi • Cycling infrastructure • Bus shelters • May include roadside vending 	<ul style="list-style-type: none"> • Car park which provides the opportunity for transfer to other modes (carpooling, car sharing, public or private bus, private coach, taxi)
Policy Direction	<ul style="list-style-type: none"> • Enhance multimodal options: integrate public and private operators, increase bike parking, improve walking environment • Plan for connections to water transportation • Formalise related vending areas, and other amenities, services 	<ul style="list-style-type: none"> • Improved waiting areas (larger shelters, or shade structures, seating, lighting) • Improved pedestrian connections in vicinity • Can be integrated with mixed use developments or sites 	<ul style="list-style-type: none"> • Create a safe and comfortable pedestrian environment including lighting and seating/shelter areas for pickup and transfer areas.
Locations	<ul style="list-style-type: none"> • Fairchild Street • Cheapside/Princess Alice • Speightstown • Warrens • Oistins 	<ul style="list-style-type: none"> • Holetown • Cave Hill • Belleplaine • Mangrove • Six Cross Roads 	<ul style="list-style-type: none"> • Mile and a Quarter • The Glebe (Pilot) • Wildey • Newton • Church Village • Oistins • Black Bess • Gall Hill

FIGURE 6. Mobility Node Types

Active Transportation

Rates of diabetes, obesity, and hypertension have been found to be on the rise in Barbados. Research has established a strong link between the health of residents based on the transportation choices they make and the physical design and layout of the communities they live in. Active transportation and the creation of walkable, pedestrian oriented communities has been shown to be one means of helping to effectively address the rise of these non-communicable diseases.

- 11.** Active transportation networks and investments in supporting infrastructure will be a key consideration in transportation and land use planning decisions, and will form a core localised component of the multimodal transportation network illustrated on Map 11.
- 12.** Active transport routes will be developed in those coastal communities served only by coastal roads, to provide safe, efficient, and rapid mass-evacuation routes from vulnerable low-lying communities to safer, high-ground staging areas in the event of imminent natural hazard threats and to provide ingress/egress routes for disaster risk response and recovery.
- 13.** The physical design and layout of communities will be planned to support active transportation, in particular to provide safe, comfortable, and reliable travel options for pedestrians and cyclists.
 - a) Where possible, communities will be planned with an interconnected street network that facilitates movement by active transportation modes within, between and to and from neighbourhoods and communities.
 - b) Neighbourhood streets will be designed to prioritise pedestrian safety, recognise use of the street for informal recreation and minimise through traffic.
 - c) Active transportation routes should be planned in Centres and along Mixed Use Corridors, such that people are able to move and access a variety of local services, community amenities, retail shops, and other commercial uses by walking or cycling.
 - d) Priority Pedestrian Linkages and Pedestrian Improvement Areas will be identified through the Community Plans, and will be designed as areas with highly walkable and safe environments, including but not limited to Mobility Nodes, markets, parks and public spaces and major institutions. In particular, continuous sidewalks, street lighting, tree canopy and shade, benches and safe crossings should be integrated into street design, development and infrastructure plans
- 14.** A network of multi-modal trails will be developed over time, in partnership with interested organizations, advocacy groups, landowners and developers. The Government will seek opportunities to secure easements along the network of multi-modal trails to ensure that a continuous network can be achieved. The opportunity to incorporate supporting infrastructure, such as bicycle parking, shade/rest areas, and trail maps, will be explored, as well as an opportunity to create an Active Transportation Node/ Trailhead as identified on Map 11.

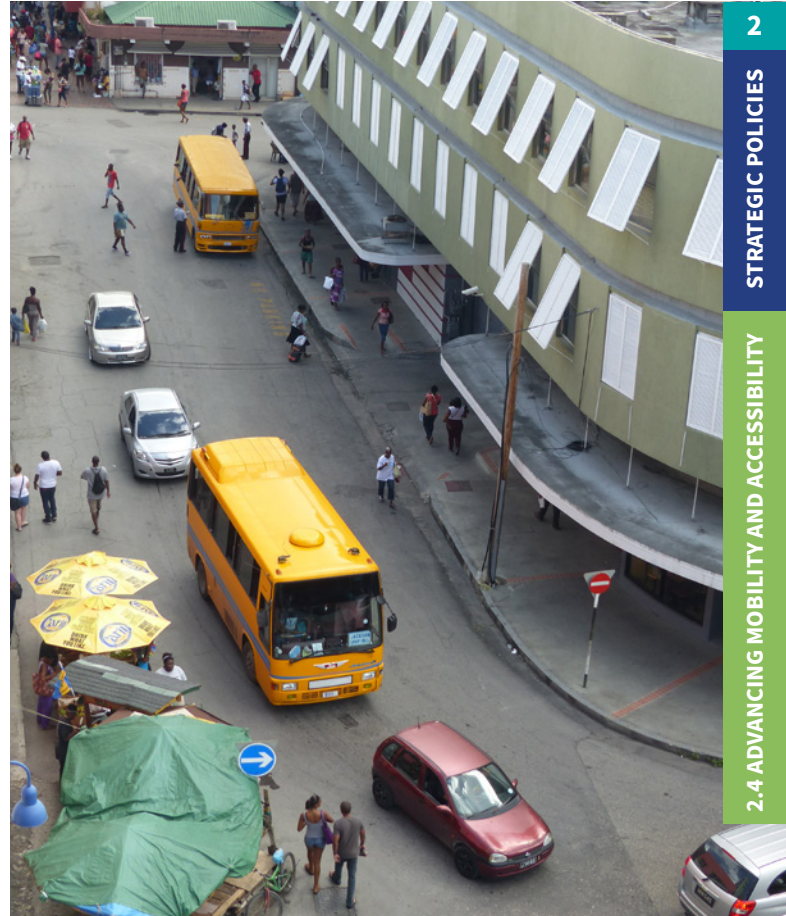


> The Trailway, Photo by Courtney É. Jordan

Public Transport

A properly organised public transport sector can have tremendous impacts on reducing peak hour traffic congestion and improving accessibility for many areas of the island, and can increase the proportion of people who choose public transport to meet their travel needs. An effective public transport service must be accessible and affordable to all members of society representing good value for money, offer a safe and comfortable experience for passengers, be environmentally sound and contribute towards reducing greenhouse gas emissions, and be responsive to patterns of movement and changing travel needs.

15. Barbados' public transport system will be developed as an efficient, effective and sustainable transportation network across the island that will promote greater levels of public transport usage by residents.
 - a) New public transport facilities will be planned to connect residents with key destinations such as Bridgetown and the Regional Centres, employment areas, major institutions such as university campuses or health centres, and the Grantley Adams International Airport.
 - b) Transport routes will be periodically reviewed and updated based on changes in the population, commuting patterns, or key destinations.
 - c) Barbados' transport network will consist of both public transport services operated by the Government of Barbados, as well as transit services operated by private transport agencies. Both public and private operators will be recognised as part of an integrated transport network.
 - d) Wherever possible, separate lanes for buses, particularly in the vicinity of major road junctions on routes into central Bridgetown or between Warrens and Widley, should be provided.
 - e) Where possible, Transport Terminals, Park and Rides and Bus Transfer Points should be located within Centres and Mixed Use Corridors, or Nodes designated on Map 2: Island Settlement Structure.
 - f) Consideration will be given to the provision of bus shelters and seats at bus stops.



> Chapel Street, Bridgetown

- g) Transport Terminals at Cheapside and Fairchild in Bridgetown will be improved.
 - h) The co-location of public transport bus facilities and minibus facilities in Bridgetown should be explored in one central location. Greater detail can be found in the Bridgetown Community Plan.
16. Some communities may experience low public transport accessibility due to sparseness of population or difficulty of terrain. These areas may be supplemented through private transport operators that collect travellers in order to move them towards nearby public transport facilities that connect to the broader island-wide public transport system.

International Gateways

By definition, Small Island Developing States (SIDS) do not share national borders and are therefore limited to air and sea transport options for the movement of imports and exports. Barbados' international air- and seaports are critical to the success and survival of a number of industries and sectors as components of industry distribution and value chains. The developmental significance of Barbados air- and seaport operations is demonstrated by the high levels and dependency on imports through these gateways. A less frequent but equally important function performed by SIDS' international ports is to serve as the gateway for international emergency response and recovery support in the event of a national disaster. As strategic transport points for disaster response, recovery and restoration, Barbados' international gateways are central national security elements, and a critical component of the full transportation network.

- 17.** Connectivity within, to and from each of Barbados' international gateways will be strengthened, including the Grantley Adams International Airport (GAIA) and the Bridgetown Port. Opportunities for these high traffic generating gateways to develop into multimodal transportation hubs that are part of a connected, resilient efficient sustainable transportation network across Barbados will be promoted.
- 18.** An effective network of roadways, highways, transport and access points into and out of international gateway areas will be achieved by:
 - a) Planning for the efficient movement of people into and out of these ports by improving the interface between international gateways and connecting transportation (roads, transit, pedestrian) infrastructure;
 - b) Connecting international gateways with Barbados' broader multimodal transportation network, ensuring integration with fast, efficient, and reliable public transport service and providing active transportation infrastructure; and
 - c) Providing designated areas for fast and efficient passenger drop-off and pickup. This will include dedicated taxi stand parking areas located near international arrival and departure points.

- 19.** Resiliency measures for Barbados' international gateways will be implemented. Port and airport resiliency and access to supply chains will be considered, recognising that the emergency response point of GAIA is located outside of the 100 year floodline. The Government will:
 - a) Plan for redundancy and alternates to the ABC Highway that connect with the GAIA;
 - b) Develop formal mechanisms for the sustained collaborative engagement of supply chain logistic infrastructure providers to plan and design connected logistics hubs that are resilient to evolving, location specific, natural hazard and climate impacts; and
 - c) Plan for future airport landing or airport facilities to provide redundancy and allow for emergency preparedness.

Parking Management

A parking management programme is any plan by which parking space is provided, controlled, regulated, or restricted in any manner. The absence of adequate parking management results in increased traffic congestion with motorists searching out parking spaces, and with inconsiderate parkers. Important gains in road capacity may be achieved through improved parking management, loading and unloading control and enforcement. Uncontrolled parking, loading and unloading of commercial vehicles reduces the capacity of roads to accommodate moving traffic.

- 20.** In all Centres, a Parking Management Strategy should be prepared to minimise the amount of land occupied by parking and to ensure adequate levels of parking are provided through the day and week to appropriately support development.
- 21.** The provision of short-term public parking spaces should be prioritised and the availability of long-term public parking spaces limited, particularly in the National Centre and the Regional Centres.
 - a) Limits on street parking time will be limited as a means of discouraging long-term use.
 - b) Residents living in proximity to a public parking space may be granted street parking permits allowing priority access to parking spaces and exemptions from regulations limiting duration of parking stay.

- 22.** In Community Cores, Mixed Use Corridors and Nodes, the number of required parking spaces for land uses may be reduced through the demonstration of a lesser standard through the development process and/or implementation of a shared parking approach.
- Adjacent properties with different peak parking demands will be permitted to share automobile parking resources thereby reducing excess parking spaces.
 - To implement shared parking measures, landowners must demonstrate that land uses have excess parking that could be shared with other surrounding businesses to serve their parking needs.
 - Properties taking a shared parking approach will execute an agreement to share parking resources outlining conditions for how parking related costs will be shared.
 - In general, major development will provide adequate on-site visitor and employee parking, as determined through the parking requirements set out by PDD and through a Transportation Impact Assessment.
- 23.** Alternatively, in locations where it is not physically feasible to provide on-site parking for all individual developments, such as the National Centre and Regional Centres, developers may, with the consent of PDD, provide off-site parking spaces on adjacent land for the sole use employees and visitors. Such parking spaces will be provided at the sole expense of the developer.
- 24.** All parking areas shall provide one disabled parking space for every 25 or fewer regular spaces, up to a maximum of 10 disabled spaces.
- 25.** Designated taxi stands will be located to ensure they are in proximity to passengers while not impeding the flow of surrounding traffic routes.
- Taxicab parking stalls will be located along sections of specified streets to be determined at the local Community Plan level.



➤ Public parking lot, Speightstown



- > The Oistins Jetty may be considered for water transport

Water Transport

- 26.** The Government will plan for the potential of developing future water-based transportation opportunities, such as a ferry or water taxi business, in communities across the island including Speightstown, Holetown, Bridgetown and Oistins.
- a) Water-based transportation will primarily serve the movement of people instead of goods, and will be developed to connect to key coastal destinations across Barbados.
 - b) Strategic locations will be identified at the Community Plan level for the development of docks, piers, and other necessary infrastructure to facilitate future water-based transportation options.
 - c) The interface between water based transport and land based transportation will be designed to ensure ease of transfer and transition between both modes.
 - d) Measures to ensure that water transport does not interfere with the local fishing industry will be required.
 - e) The Constitution River is recognised as a potential water transport corridor, for both commuting and tourism purposes.
- 27.** The Government will seek opportunities to support the private sector in the provision of water transport.

➔ 2.5

Planning for National Infrastructure

National infrastructure includes the full range of transportation, communication, water, sewer, renewable energy and waste management facilities that are essential to the health, safety, economic success and environmental health of Barbados. This section sets out policies to guide the future design, development, upgrading and location of these facilities.

This chapter is comprised of nine sections:

- **Overarching Policies**
- **Renewable Energy and Energy Conservation**
- **Air Transportation**
- **Port of Bridgetown**
- **Water and Wastewater**
- **Solid Waste Management**
- **Road Network**
- **Active Transportation and Walkability**
- **Information Technology, Communications and Transmission Facilities**



➤ Constitution River, Bridgetown

Overarching Policies

1. All national infrastructure will be planned, built and maintained in a manner that optimises integration with development and efficiency in service provision.
2. The impacts of the climate crisis will be considered in all aspects of national infrastructure planning.
3. The Government will create Comprehensive Disaster Management Strategies related to national infrastructure including the identification of areas of risk of national infrastructure failure and built-in redundancies to increase resiliency against severe weather events.

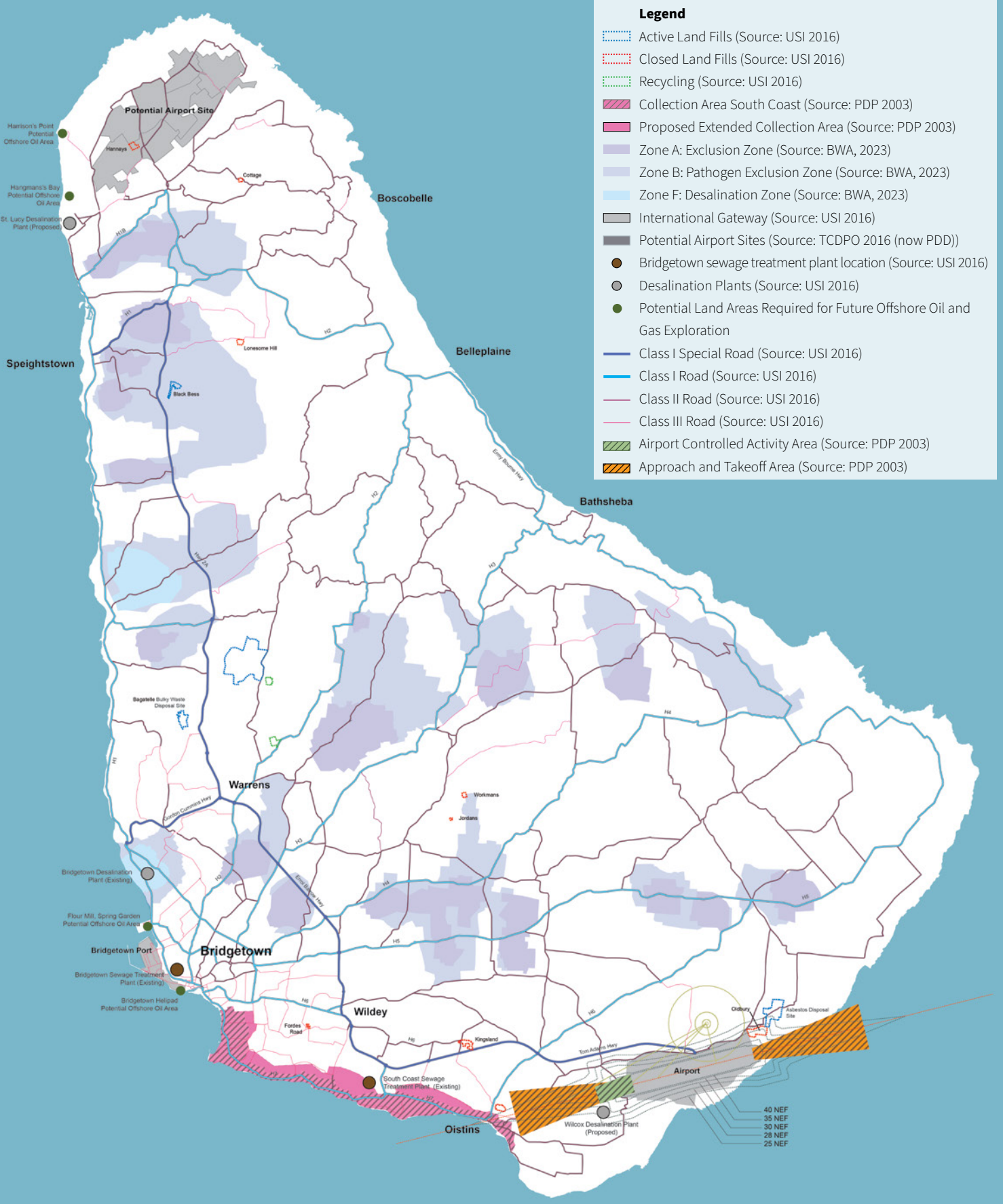
Renewable Energy and Energy Conservation

Renewable energy and energy conservation are of critical importance to the sustainability of Barbados and are recognised as effective means of addressing the climate crisis and reducing national levels of greenhouse gas emissions. In addition to their climatic impact, Barbados' heavy reliance on the import of fossil fuels contributes to the nation's vulnerability to the external global energy market. Renewable energy and energy conservation are also essential to Barbados' national commitment to developing a green and blue economy, recognising the potential for creating new jobs, increasing productivity, and realising positive health benefits.

The Government of Barbados has established a target to achieve a 70% reduction in gross GHG emissions by 2030 with a view to achieve 100% reduction in gross GHG emissions (economy wide) by 2035. Additionally, Barbados has joined numerous other nations in ratifying the United Nations' Paris Agreement, which is a multilateral environmental obligation requiring participants to take determined action to combat the effects of the climate crisis, and signed on to the Glasgow Climate Pact in 2021. One such action is the 2021 Nationally Determined Contribution, based on the 2019 National Energy Policy and its Implementation Plan, which aligns Barbados with other Small Island Developing States (SIDS) and members of the Alliance of Small Island States (AOSIS) by significantly expanding ambition and increasing the national contribution to mitigation to be entirely compatible with the objectives of the Paris Agreement.

Barbados has made significant progress in the adoption of small-scale renewable energy technologies since the 1970s. Solar water heaters have been widely adopted, and there are now approximately 40,000 of them in Barbados, with more than 30,000 domestic installations. The policies of this Physical Development Plan Amended (2023) establish a framework to build upon this success and continue Barbados' transition to the use of renewable energy.

4. The Government will promote the use of renewable energy, a reduction in the use of fossil fuels and overall energy conservation as part of Barbados' transition to a green and blue economy.
 - a) The Government will encourage research and development of renewable technologies including solar, wind and geothermal.
 - b) Both large-scale dedicated renewable energy generation projects and small-scale renewable energy infrastructure integrated with other land uses will be encouraged.
 - c) The Government will continue to define and protect renewable energy zones that can best optimise wind and solar energy generation and minimise land use conflicts and to identify appropriate triggers and required studies for Environmental Impact Assessments.
 - d) The Government will seek to foster an understanding of the benefits of renewable energy through an education, consultation and engagement programme related to renewable energy development.
 - e) Technical guidance documents that provide detailed policy and practical direction for renewable energy implementation will be developed by the Ministry of Energy, Small and Business and Entrepreneurship in consultation with the Environmental Protection Department and the Ministry of Agriculture, Food and Nutritional Security and other relevant agencies.
 - f) The Government will seek new financial instruments to facilitate access to renewable energy technologies.
5. Renewable energy development sites will be protected from sensitive and incompatible land uses and developments.



MAP 12:
National Infrastructure

6. More detailed study of the potential wind zones shown on Figure 7 will be undertaken. Feasibility of these zones and protection measures for their utilisation for wind energy generation will be considered in the National Renewable Energy Strategy identified in policy 2.5.4 c).
7. The following renewable energy installations are encouraged, usually do not require express planning permission and are subject to all applicable standards under the Planning and Development Act, (2019), as amended, and the Development Order provisions:
 - a) Roof-mounted photovoltaic systems for micro-generation;
 - b) Ground mounted photovoltaics for micro-generation;
 - c) Hurricane rated micro-generation scale wind turbines for domestic use, and
 - d) Hurricane rated micro-generation scale wind turbines as an accessory structure in the Food and Agriculture area.
8. Proposals for large-scale renewable wind energy development installations or projects:
 - a) will be subject to an Initial Environmental Impact Evaluation and may be subject to a targeted or full Environmental Impact Assessment.
9. Proposals for large-scale renewable solar energy development installations or projects:
 - a) will be subject to an Initial Environmental Impact Evaluation and may be subject to a targeted or full Environmental Impact Assessment.
10. In Impact Assessments determining the appropriateness of renewable energy development projects, consideration will be given to, but not limited to: scale and size of renewable energy development, bedrock geology, proximity to other conflicting land uses, tonal noise, shadow flicker, impacts on historic/heritage/landscape values including cultural landscapes, core components of the Natural Heritage System, biodiversity (birds, bats, etc), bird migratory routes, telecommunication and electronic infrastructure, electromagnetic interference, safety and air traffic control - interference, airport operations, buffer zones or setback distances from adjoining land uses and shadowing.
11. The Government will encourage renewable energy facilities to be combined with another compatible land use such that dual land uses are permitted on a single property, subject to the following criteria:
 - a) The renewable energy use is considered a secondary use on a property that is already designated for a primary use;
 - b) All land use regulations as prescribed by this Physical Development Plan Amended (2023) that apply to the primary use as well as for the renewable energy project must be satisfied. Where potential land use conflicts arise, the policies and permissions of the primary use shall prevail; and
 - c) In the case of agricultural land, the policies of Section 2.2.1 and 3.1 with regard to renewable energy are met.
12. The Government will encourage the use of alternative fuels and electric vehicle technology in the transportation sector to reduce greenhouse gas emissions. Electric Vehicle charging stations are encouraged in parking lots on public and private land across the island.
13. The Government will encourage energy conservation practices throughout all sectors of the economy.
 - a) Energy conservation within the hotel sector is identified as having particular potential and will be a focus of conservation efforts.
 - b) Pilot projects for renewable energy in government and institutional buildings will be explored to demonstrate the potential to implement energy conservation and integration of renewable energy in development.
14. Potential land areas required to support future offshore oil and gas exploration have been identified on Map 12 and will be protected for this purpose.
 - a) Until such time as the lands are required for this purpose, all existing and planned uses that are in keeping with this Plan, and that do not preclude future use for this purpose will be permitted.
 - b) An EIA will be required to ensure the use is compatible with surrounding uses and any potential conflicts are mitigated.

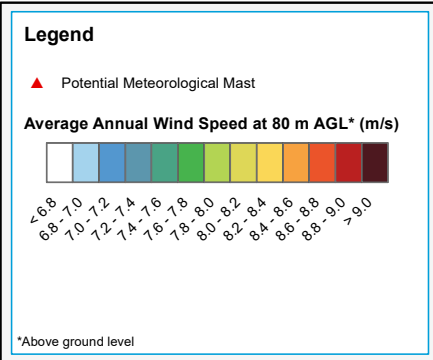
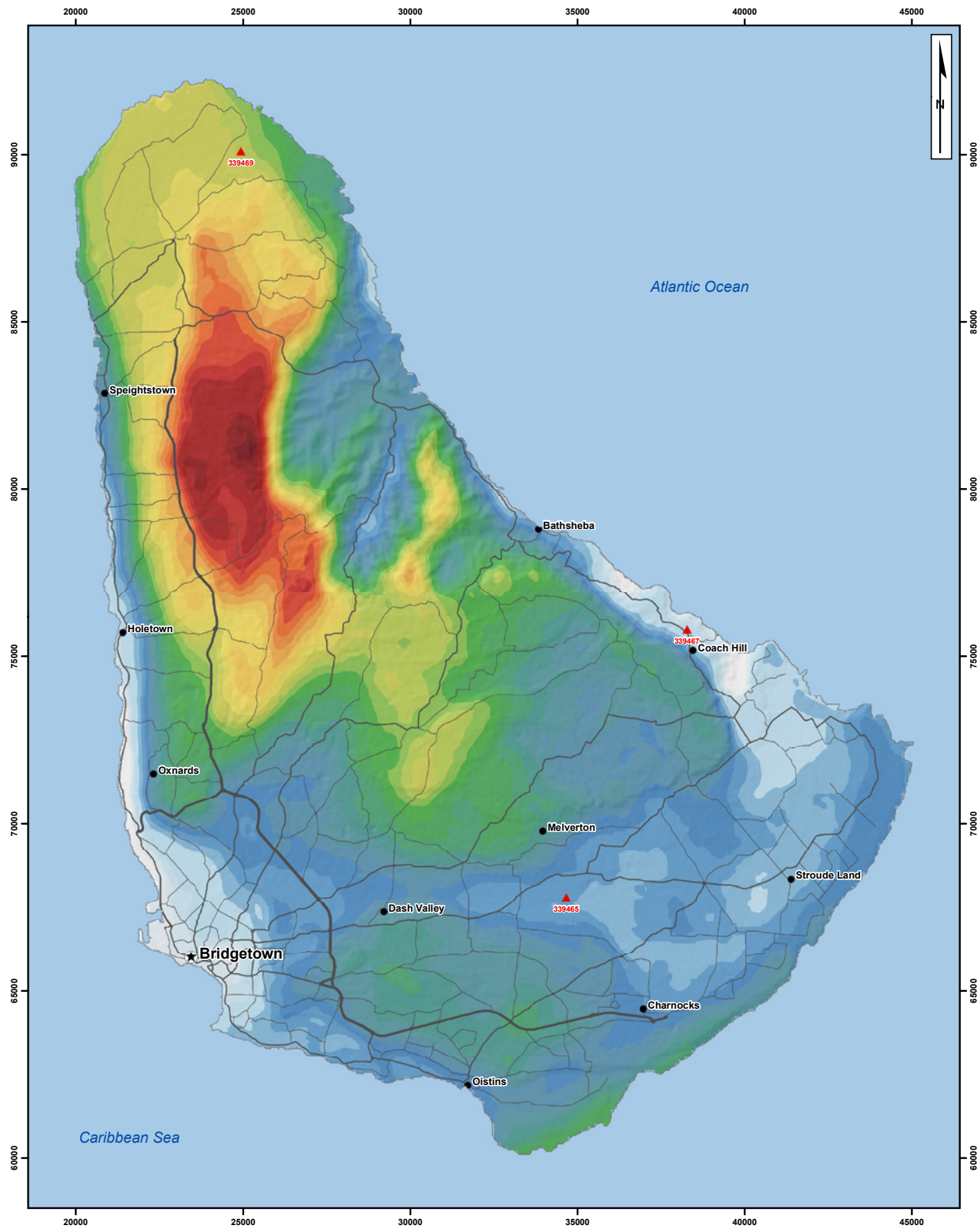


FIGURE 7. Optimal zones for renewable wind energy. Average Annual Wind Speed at 80 metres above ground level. (Source: IDB, 2020)

Air Transportation

15. Grantley Adams International Airport (GAIA) is designated as an International Gateway in the Island Settlement Structure and will be protected as a nationally significant site that is a major economic asset, transportation node and important place of employment and economy.
16. Lands surrounding GAIA will be planned for complementary and compatible uses, in particular commercial and industrial uses that benefit from being located in proximity to an International Gateway.
17. In order to address the issues of noise, safety, and the potential effects of long-term exposure to radar emissions associated with development in proximity to GAIA, the following policies apply within the referenced zones identified on Map 12: National Infrastructure:
 - a) There shall be no subdivision of land where vacant lots will be created within the Approach and Take-off Zones (NEF 25 to 28 and NEF 28 to 30), NEF 30 to 35 and NEF 35 to NEF 40.
 - b) One single family house only per lot or parcel of land will be permitted in the Approach and Take-off Zones (NEF 25 to 28 and NEF 28 to 30), NEF 30 to NEF 35, and NEF 35 to NEF 40.
 - c) There shall be no new development within the NEF 40 or greater except that which is associated with the GAIA.
 - d) There shall be no development (building) within a 300 metre radius of the Radar Facility.
 - e) The height of any structure which falls within the 300 metre and 1000 metre radius of the Radar Facility will be restricted. The maximum allowable



> Grantley Adams International Airport

elevation will be determined on an individual basis and based on Barbados Datum. Roof covering and any material used to erect means of enclosure shall be non-metallic.

- f) There shall be no development in the radar line of sight cones except that which is associated with the GAIA.

18. The Government will promote resilience and disaster risk reduction in the air transport sector.

- a) GAIA will be recognised as an essential piece of infrastructure for climate crisis resiliency and disaster risk reduction as one of the International Gateways through which food and other imports enter Barbados.
- b) The Government will explore and plan for future air landing or airport facilities to allow for emergency preparedness or for long term air transportation needs of Barbados.
 - i) A future potential airport site development zone is identified on Schedule 12 for this long term purpose.
 - ii) All land use and development within this zone shall not preclude this area for future airport use.
 - iii) Until such time as the feasibility, design and construction of any future airport facility has been determined, all existing and planned uses located within this Zone, that are in keeping with this Plan, and that do not preclude future airport development will be permitted. More specifically, Food and Agriculture uses are permitted.

- iv) Future airport development would be subject to an Environmental Impact Assessment.

19. The Bridgetown Heliport will continue to function as a tourism-focused facility located in proximity to the Bridgetown Port at the mouth of the Careenage. To ensure that it remains compatible with the objectives of planning policy for the development of central Bridgetown, the following policies apply:

- a) The Helipad function is permitted at grade or integrated onto the roof of a development, subject to air safety standards.
- b) In order to minimise noise disturbances, all proposed hotels, housing or community uses within 200 metres of the boundary of the heliport site will undertake, to the satisfaction of the Director of Planning and Development, a noise impact study to assess the potential noise disturbance and appropriate mitigation methods.
- c) There shall be no development of a hangar and maintenance facility.
- d) There shall be no garaging and maintenance of helicopters at this site.



> Solar powered BWA pumping facility, St. Peter

Bridgetown Port

- 20.** The Bridgetown Port is designated as an International Gateway in the Island Settlement Structure and will be protected as a nationally significant site that is a major economic asset and important place of employment.
- 21.** Lands surrounding the Bridgetown Port will be planned for complementary and compatible uses, in particular commercial and industrial uses that benefit from being located in proximity to an International Gateway.
- 22.** To maximise the economic benefit of the Bridgetown Port, the Government will:
 - a) Assign a high priority to ensuring that the facilities can accommodate current and projected demands for freight handling and berthing of cruise ships;
 - b) Assign a high priority to improvements to transportation links between the Bridgetown Port and central Bridgetown, as well as proposed water transport between the Bridgetown Port, Speightstown and other communities on the west and south coast for cruise ship passengers;
 - c) Assign a high priority to improving road infrastructure serving the Bridgetown Port to ensure efficient access for truck traffic;
 - d) Continue to explore opportunities for expansion of the port and improvements to the efficiency of port operations;
 - e) Plan and protect for Port improvements to existing facilities and the potential for upgrades to the facility as envisioned in the Port of Bridgetown Master Plan;
 - f) Promote the implementation of sustainable infrastructure measures such as energy conservation, utilisation of renewable energy and waste management and reduction strategies; and
 - g) Plan for the future or potential of separation of passenger and freight ship docking facilities.
- 23.** The Bridgetown Port will be recognised as an essential piece of infrastructure for climate crisis resiliency and disaster risk reduction as one of the International Gateways through which food and other imports enter Barbados.

Water and Wastewater

- 24.** In the context of Barbados' water scarcity, the distribution of water and treatment of sewage are recognised as key activities within the overall water resource cycle described in Section 2.2.3, Figure 5.
- 25.** To promote water conservation and the reduction of water leakage, the following measures will be introduced:
 - a) Ongoing rehabilitation of the existing distribution system where the system is in need of improvement; and
 - b) Metering of all water abstraction points, including irrigation and other wells used by industry.
- 26.** The Government will plan for water desalination as part of a water resource resiliency strategy.
 - a) Lands surrounding desalination plants will be included within Groundwater Protection Zone F and subject to the policies of that zone, including restriction on uses that can impact desalination plants such as but not limited to hydrocarbons.
 - b) Potential areas for abstraction will be identified in conjunction with the Barbados Water Authority, Ministry of Transport, Works and Water Resources.
 - c) An Environmental Impact Assessment will be required for all desalination projects.
 - d) Where options exist for considering alternative locations for desalination plants, these should be subject to an Environmental Impact Assessment.
- 27.** Every new and redeveloped dwelling (whether individual or in an apartment block) should have a separate metered connection to the potable water supply.
- 28.** The Government will support the use of renewable energy sources to reduce the high level of energy consumption within the water and wastewater sector.
- 29.** All new developments within sewered areas will be connected to the sewerage system.
- 30.** The Government will provide appropriate sewage infrastructure to meet future demand for water and wastewater.
- 31.** The Government will encourage the production and use of reclaimed water from wastewater for appropriate uses, as outlined in the Water Reuse Bill (2023).
- 32.** All new hotel developments are required to treat their own wastewater with a system/process that meets the Environmental Protection Department's standards for sewage effluent.
 - a) The effluent criteria shall be included as part of the permission and will be used as the basis for monitoring of compliance.
 - b) The owner/operator shall monitor the effluent and shall regularly report the results and performance of the plant, noting any problems and proposed remediation, as specified by the Environmental Protection Department. In the case of any significant malfunctions, the owner/operator shall be required to immediately notify the Environmental Protection Department.
 - c) The Director of Planning and Development will consider the comments of the Environmental Protection Department in issuing planning permission for such development, and may attach a condition to the planning permission relating to requirements for effluent criteria to be achieved by the treatment plant.

Solid Waste Management

- 33.** The Government will promote conservation and waste reduction programmes and practices with respect to solid waste management, in keeping with the Barbados' Integrated Solid Waste Management Programme (2007). As a Small Island Developing State, waste reduction is recognised as a key objective for Barbados.
- 34.** The Government will consider a full range of potential solid waste management strategies, including the use of waste as a source of energy.
- a) Local waste and education centres will be encouraged in partnership with institutions and local communities in Centres.
 - b) Potential waste-to-energy plant sites may be identified. Appropriate buffers from surrounding land uses will be put in place and infrastructure requirements to service such a facility identified.
 - i) An Environmental Impact Assessment will be required for any proposed waste-to-energy plant to ensure the site is compatible with surrounding land uses and ensure any potential conflicts are mitigated.
- 35.** To ensure the sustainability of waste management operations and compatibility with surrounding uses, the following policies will apply for any development of residential, community and other sensitive uses within 200 metres or all other uses within 100 metres of an operating waste disposal site, landfill site or transfer site and to all development within 50 metres of a closed waste disposal site:
- a) The applicant will undertake a planning investigation to show to the Director of Planning and Development that no significant and undue adverse impacts from the waste disposal site will affect the proposed development. If negative impacts are present, the applicant will be required to demonstrate that appropriate mitigation measures can be undertaken to reduce the impacts to acceptable levels.
 - b) Where the Director of Planning and Development, in consultation with relevant regulatory agencies, considers it appropriate, the threshold distances referenced above can be reduced.
- 36.** All landfills, waste disposal and transfer sites will be required to undertake baseline, operating and post operating environmental monitoring programmes and closure plans.
- 37.** Proposals to develop new waste disposal facilities will be subject to the following policies:
- a) For all new landfills, disposal sites, and transfer sites (including hazardous material storage and disposal) to be operated by the Government and its agencies or by the private sector, an Environmental Impact Assessment will be required.
 - b) In general, landfill sites will not be acceptable close to residential uses, and all community and social uses. Specific separation distances would be dependent on the particular site and development characteristics, on any specific mitigation methods proposed for the landfill or waste disposal site, and any specific matters referred to in the Environmental Impact Assessment.
 - c) New landfills will not be permitted in the National Park, in Natural Heritage Conservation Areas, or in Cultural Heritage Conservation Areas.
 - d) A proposal for a new or expanded landfill, waste disposal or transfer site will only be permitted if the following conditions are met:
 - i) The adverse environmental, social or economic impacts of the proposal can be avoided or mitigated; and
 - ii) A detailed end-use plan is prepared, documenting the proposed uses for the site after the landfill operation has ceased, as well as appropriate strategies for closing, rehabilitating and restoring the site have been prepared to the satisfaction of the Director of Planning and Development, in consultation with the Environmental Protection Department.

- 38.** Landfill sites will be restored after closure in accordance with international best practice and in keeping with the Barbadian landscape.
- a) Once restored, former landfill sites may be suitable for some restrictive development after a geotechnical survey has been undertaken.
 - b) Closed landfill sites that have not been decommissioned according to an approved end use plan will be fenced off from the public for a minimum of ten years. During this period, landscaping of the site for amenity purposes will be permitted but no development of any type, including parks, open space and recreation, will be allowed. After 10 years, a reassessment of the site may be appropriate after a geotechnical survey has been undertaken to determine the stability and safety of the site.
- 39.** No storage, disposal or transfer of hazardous material will be permitted in Zones A and B Groundwater Protection Areas. This applies to both solid and liquid hazardous materials. Notwithstanding this policy, transfer of hazardous material will be permitted along sections of the ABC Highway and the Ronald Mapp Highway which pass through Zones A and B Groundwater Protection Areas.
- 40.** All requirements and restrictions described above are applicable to the use of disused quarries for the disposal, transfer and storage of all waste and hazardous waste.

Road Network

Barbados has a dense road network system (1,600 km of roads in an island which is 430km²) with five classes of roads, from highways to secondary roads (Ministry of Transport, Works and Water Resources, Strategic Plan 2017). The highway network consists of seven major highways that radiate from Bridgetown as well as the ABC Highway, Spring Garden Highway, Ronald Mapp Highway, Ermy Bourne Highway and Charles Duncan O’Neal Highway which do not radiate from the city but are also critical transportation assets. The road network is a fundamental component of the overall transportation network and optimising the utilisation of the road reserve for mobility and infrastructure provision in an efficient and resilient manner is critical. An amendment to the following policies and related mapping may be required to reflect updated road classifications as directed by the Minister responsible for Planning and Development.

41. All roads in Barbados are classified in accordance with the following hierarchy, shown conceptually on Map 12: National Infrastructure:

- a) Class I Special: Primary Distributors – National Highways.
- b) Class I Secondary Distributors – All other national highways and routes linking all principle communities and uses.
- c) Class II District Distributors – Local routes providing local links to the national highways or the national routes.
- d) Class III Local Distributors – All other through routes and main access routes.
- e) Class IV Access Roads – All other roads used mainly for providing frontage for the development of land.

42. The Road Reserve and Building Line standards for all new development and redevelopment schemes should be as follows:

	Road Reserve:	Building Line:
Class I Special	6.40 metres	15.24 metres
Class I	6.40 metres	9.75 metres
Class II	5.18 metres	9.75 metres
Class III	5.18 metres	9.75 metres
Class IV	3.96 metres	5.79 metres

- 43.** Existing development will not normally be affected by the above road reserves.
- 44.** All new roads and subdivisions must be classified and designed in accordance with the standards of policy 2.5.41 above and be designed to consider multimodal function, safety and resiliency.
- 45.** All new public roads and public road improvement schemes that exceed one or more of the following thresholds will require and Environmental Impact Assessment:
 - a) New roads over 500 metres long;
 - b) New or improved roads or junctions taking through eminent domain at least 10 habitable dwellings or 10 other buildings in active use; and
 - c) Improved roads or junctions that widen existing rights-of-way into privately owned land by at least 3 metres for a length of at least 100 metres.
- 46.** Within a Cultural Heritage Conservation Area, new roads and improved roads or junctions that widen existing rights-of-way will require the submission of a Heritage Impact Assessment.
- 47.** A Transportation Impact Assessment (TIA) will be required to determine the impact of additional traffic introduced as part of any proposed development that meets the following criteria:
 - a) Development containing 100 or more new residential lots; and
 - b) Any development over 2,000 square metres located within a Mixed Use Corridor.
- 48.** In planning for transportation corridors, to ensure the sustainability and resiliency of infrastructure systems (water, wastewater, electricity, etc), the Government, where possible, will protect for dedicated underground utility corridors within the road reserve.

Active Transportation and Walkability

As described in Section 2.4, improving walkability is essential to creating healthy communities across the island and will be a priority. The lack of sidewalks presents a growing threat to the health and safety of Barbadians as congestion increases and the population ages. The following policies will apply to the provision of sidewalks and other pedestrian facilities:

- 49.** It is the long term that all Calss I Special, Class I and Class II Roads will have sidewalks on both sides of the road. Sidewalk will be 1.5 or 2.0 metres wide, depending on site characteristics.
- 50.** In respect of Class III and Class IV roads, separate sidewalks will be provided on one side of the road only and will normally be 1.5 metres wide. Sidewalks should be created as development and redevelopment occurs.
- 51.** Sidewalks will be provided in Priority Pedestrian Linkage areas and for a minimum of 100 meters on both sides of the road from the entrance of all Public Schools or seniors housing developments adjoining Class I Special, Class I, Class II and Class III roads.
- 52.** To improve accessibility for people with disabilities, all new and rebuilt sidewalks should make provisions for wheelchair access at intersections and designated crossings.
- 53.** In order to retain historic, architectural or townscape character, the Building Line requirements of policy 2.5.42 may be relaxed on agreement with the Planning and Development Department and Chief Technical Officer, Ministry of Transport, Works and Water Resources for development and redevelopment within Cultural Heritage Conservation Areas and selected other urban areas.
- 54.** It is the long term aim to develop the network of cycling infrastructure. Cycling infrastructure in the form of bicycle lanes or shared use paths may be required as part of development on Class 1 Special and Class 1 roads subject to the discretion of the Director of Planning and Development.
- 55.** All vehicular access and egress points from new development or redevelopment should be designed to minimise the possibility of road accidents and conflicts between pedestrians, cyclists and automobiles.
- 56.** Development or redevelopment will be designed to meet the following regulations with respect to access points:
 - a) Shared access points to Class I Special, Class I, Class II and Class III roads for commercial industrial and institutional properties through the use of service roads or rear lanes will be encouraged where feasible;
 - b) Access points will be located to minimise disruptions to vehicular and pedestrian traffic patterns; and
 - c) Access points will be restricted to areas with good sight lines in order to maximise visibility and safety.
- 57.** Street vending, while an important source of income for farmers and other self-employed workers, can constitute a traffic hazard when located along major roads and highways. Consequently, street vending along Class I Special, Class I and Class II roads will only be allowed through special permits issued by the Government. Among other things, these permits will specify the locations where street vending is allowed.

Information Technology, Communications and Transmission Facilities

It is the long term aim of the Physical Development Plan to reduce the visual intrusion of existing and proposed communication and transmission facilities. This will involve careful control over all new facilities and a programme, where feasible, of reducing the environmental impact of existing facilities. In Cultural Heritage Conservation Areas and Natural Heritage Conservation Areas, both inside and outside the National Park, it will be necessary to consider the visual impact of the facilities on the cultural heritage assets and natural environment.

- 58.** Within Cultural Heritage Conservation Areas, all existing electricity power lines (of any size) and all existing communication lines should be included in a long-term programme of undergrounding.
- 59.** The Government will facilitate the provision of information and communications technology infrastructure and smart city infrastructure to support the growth of the Barbadian economy.
- 60.** Designs and engineering details for telecommunications masts/monopoles, telecommunications towers, and rooftop antennae shall be submitted to the Director of Planning and Development for approval and shall meet the following criteria:
 - a) Telecommunications towers shall meet the technical emissions standards set by the regulatory agency, and their radio frequency emissions shall not be harmful to the environment or the health of residents.
 - b) No telecommunications tower shall be erected closer than one hundred (100) feet (30 metres) from any Class I Special, Class I, Class II or Class III road.
 - c) No telecommunications tower shall be sited less than three hundred and fifty (350) feet (107 metres) from any school, park, playground, daycare centre, health care facility, senior citizens home or any place where human beings are domiciled.
 - d) Roof-mounted antennas shall not extend higher than fifteen (15) feet above the apex of the roof.
 - e) Telecommunications masts shall be appropriately camouflaged to blend in with the natural environment to the satisfaction of the Director of Planning and Development.
 - f) Telecommunications towers shall be landscaped and screened from view at ground level from any adjacent lot or street up to a height of ten (10) feet (3.05m) with plantings that provide year round screening.
- 61.** The Director of Planning and Development shall issue conditions to ensure compliance with International Civil Aviation Organisation regulations, the protection of public safety, and the protection of the visual amenity of the area.
- 62.** All telecommunications masts and cellular towers shall be subject to periodic re-inspection. No additions, changes or modifications shall be made to a telecommunications tower unless approved by the Director of Planning and Development.
- 63.** The Director of Planning and Development may at any time request that telecommunications masts or rooftop antennae be moved or re-established at the developer's expense if they are not properly maintained.



3

Land Use and Built Form Policies

This section provides guidance on permitted uses, design strategies and general and specific policies that apply within the 13 land use designations on the island.

3.1

Food and Agriculture

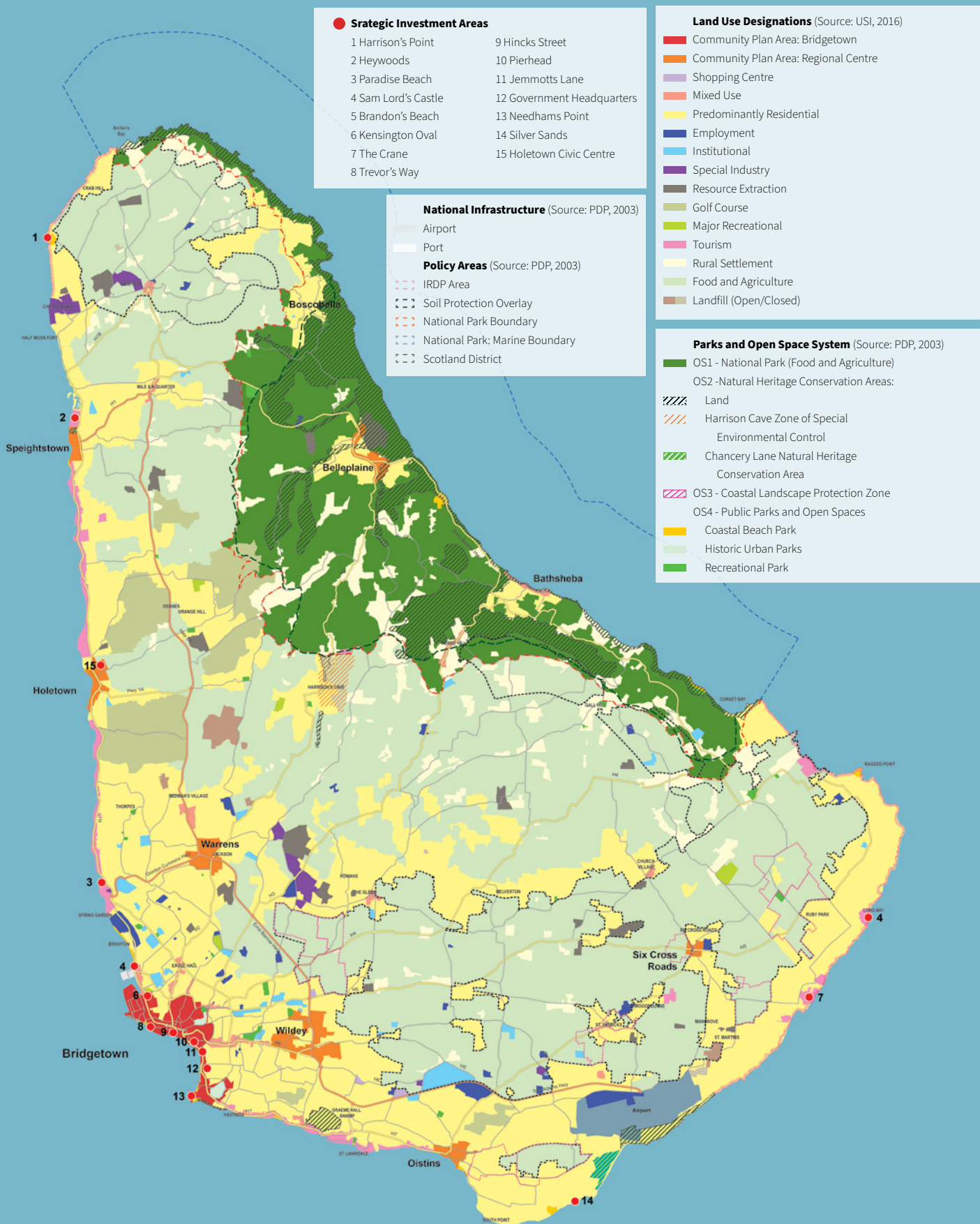
Food and Agriculture is the predominant land use within the Rural Working Landscape. Food and Agriculture areas are intended to primarily accommodate food production and farm-related uses.

3.1.1 Permitted Uses

1. Permitted uses in Food and Agriculture areas are:
 - a) Agriculture;
 - b) Buildings and dwelling houses related to agricultural operations;
 - c) Forestry, conservation and open space;
 - d) Parks and open space;
 - e) Small-scale tourism uses, or commercial or industrial uses related to agriculture, may be permitted in surplus plantation yards, and
 - f) Renewable energy uses, in accordance with the policies of Section 3.1.2.6.

3.1.2 General Policies

1. Within the Urban Corridor, Food and Agriculture areas should be protected, and will remain agriculture so long as is reasonably possible, provided this does not increase demand for the release to development of other Food and Agriculture land outside of the Urban Corridor.
2. Subdivision or change of use of land in the Food and Agriculture area will only be permitted in accordance with the policies set out below. The intent of these policies is to retain land in agricultural production and preserve the integrity of large agricultural holdings of superior soil quality, while providing for the creation of smaller parcels to accommodate a full range and scale of agricultural operations.
 - a) In order to meet these objectives, two categories of agricultural land holdings have been established which provide the basis for the following policies:
 - i) Category 1 consists of holdings of 40 hectares or more of high quality soil capability. There will be no subdivision of these lands; and
 - ii) Category 2 consists of holdings of 0 to 39 hectares. Permission may be granted for subdivision to create lots of a minimum size of 5 hectares for irrigated lands. Where irrigation is not available, the minimum new parcel size will be not less than 10 hectares.
 - b) In all cases, the use of the subdivided land will be for agricultural purposes only as set out in this section.



- Strategic Investment Areas**
- | | |
|---------------------|----------------------------|
| 1 Harrison's Point | 9 Hincks Street |
| 2 Heywoods | 10 Pierhead |
| 3 Paradise Beach | 11 Jemmotts Lane |
| 4 Sam Lord's Castle | 12 Government Headquarters |
| 5 Brandon's Beach | 13 Needhams Point |
| 6 Kensington Oval | 14 Silver Sands |
| 7 The Crane | 15 Hometown Civic Centre |
| 8 Trevor's Way | |

- National Infrastructure** (Source: PDP, 2003)
- Airport
 - Port
- Policy Areas** (Source: PDP, 2003)
- IRDP Area
 - Soil Protection Overlay
 - National Park Boundary
 - National Park: Marine Boundary
 - Scotland District

- Land Use Designations** (Source: USI, 2016)
- Community Plan Area: Bridgetown
 - Community Plan Area: Regional Centre
 - Shopping Centre
 - Mixed Use
 - Predominantly Residential
 - Employment
 - Institutional
 - Special Industry
 - Resource Extraction
 - Golf Course
 - Major Recreational
 - Tourism
 - Rural Settlement
 - Food and Agriculture
 - Landfill (Open/Closed)

- Parks and Open Space System** (Source: PDP, 2003)
- OS1 - National Park (Food and Agriculture)
 - OS2 - Natural Heritage Conservation Areas:
 - Land
 - Harrison Cave Zone of Special Environmental Control
 - Chancery Lane Natural Heritage Conservation Area
 - OS3 - Coastal Landscape Protection Zone
 - OS4 - Public Parks and Open Spaces
 - Coastal Beach Park
 - Historic Urban Parks
 - Recreational Park

MAP 13: Land Use

- c) Notwithstanding the above, lots may be subdivided one time to create a maximum of one new lot of maximum one hectare to be used for residential purposes related to farming or agricultural uses.
 - d) Subdivisions to support a change of use within a plantation yard may be permitted at the discretion of the Director of Planning and Development.
 - e) Subdivisions to create substantially larger plots or as an addition to an existing agricultural holding will generally be permitted.
- 3.** Conversion of food and agriculture lands to non-agricultural uses will only be considered if the criteria in Section 2.2.1 Food and Agriculture have been met.
- 4.** The Government or private individuals may, by way of lease, subdivide agricultural land to satisfy the needs of the farming community with limited resources. These subdivisions will be subject to the policies of Section 2.2.1 Food and Agriculture. Continuation of these leases will be contingent upon continued agricultural production by the leaseholder and proper estate management of the lease project. For avoidance of doubt, separate leasehold occupancy of small holdings will not constitute subdivision for residential purposes, and will carry no rights of Permitted Development under the Planning and Development Act (2019), as amended.
- 5.** The following policies apply to non-arable land in agricultural areas:
- a) Non-arable land within the agricultural area, such as plantation yards, sour-grass patches and areas of rock outcrop should be reserved for non-arable agriculture such as agro-industry, the housing of livestock, equipment storage, warehousing, etc.
 - b) Renewable energy installations (wind and solar) may be considered on non-arable land in accordance with Policy 3.1.2.6.
- c) On plantation yards deemed redundant, conversion of existing buildings for residential, cultural and small-scale tourism, recreation, agricultural-related industrial or commercial uses may be permitted by the Director of Planning and Development subject to the following conditions:
 - i) The yard or individual buildings are genuinely redundant for future agricultural activities in the long term;
 - ii) Buildings to be converted are structurally sound and capable of renovation without substantial rebuilding and the original character of the building is retained where appropriate;
 - iii) The nature and extent of the new activities to be carried out in any building and any other related changes in the use of the plantation yard will not negatively impact agricultural activities in proximity; cause serious visual intrusion or generate any unacceptable traffic, excessive noise or other disturbance to nearby properties;
 - iv) Essential services are available and they are provided at the cost of the developer as part of the development; and
 - v) Development of listed buildings or areas with archaeological resources will be subject to the policies of Section 2.2.5 Cultural Heritage.
 - d) Conversion, demolition or replacement of existing buildings will be permitted in surplus plantation yards provided that new buildings are generally of compatible scale to existing buildings on the site.
 - e) Residential subdivisions of plantation yards will generally not be permitted, except where a yard has been deemed redundant and is situated immediately adjacent to an existing settlement area. In such cases, residential subdivision may be permitted by the Director of Planning and Development, subject to satisfaction of the conditions set out above.

6. Renewable energy infrastructure will be permitted on Food and Agricultural lands under the following conditions:
- a) Photovoltaic panels on roofs will be permitted and encouraged;
 - b) Ground-mounted solar installations demonstrating compatibility with food and agricultural uses will be considered as follows:
 - i) In general, photovoltaic installations will be directed to non-arable land;
 - ii) Ground-mounted photovoltaic or solar thermal installations will be permitted on grazing land, should allow for continued grazing and will be subject to criteria to be established by the Ministry of Agriculture, Food and Nutritional Security;
 - iii) Within the Soil Protection Overlay, micro-generation photovoltaic installations will primarily be considered on non-arable land and as ancillary to the farm use;
 - iv) Solar energy facilities are encouraged as on Food and Agricultural lands, subject to the following criteria:
 - 1) Solar energy facilities are encouraged as a dual use and co-investment on agricultural lands, such as solar grazing;
 - 2) Solar energy facilities will not preclude ongoing agricultural activities.
 - v) Proposals for large-scale solar energy installations will be subject to a scoped Environmental Impact Statement and a scoped Agricultural Impact Statement identifying any potential social, environmental and agricultural impacts and proposed mitigation strategies and may be subject to a full Environmental Impact Assessment and a full Agricultural Impact Assessment in accordance with Section 5, which may be conducted concurrently or as an integrated process.
 - c) Wind energy installations may be compatible with agricultural land uses and will be considered as follows:
 - i) Proposals for large-scale wind energy installations will be subject to a targeted Environmental Impact Statement and a scoped Agricultural Impact Statement identifying any potential social, environmental and agricultural impacts and proposed mitigation strategies and may be subject to a full Environmental Impact Assessment and a full Agricultural Impact Assessment in accordance with Section 5, which may be conducted concurrently or as an integrated process.
 - ii) Wind energy installations are encouraged to be located a minimum distance from a residence. This minimum distance will be determined through renewable energy technical guidance documents to be developed by the Ministry of Energy and Business Development in consultation with the Environmental Protection Department and the Ministry of Agriculture, Food and Nutritional Security.
 - d) Approved battery energy storage systems will be permitted with the incorporation of mitigation strategies described in technical guidance documents to be developed by the Ministry of Energy and Business Development in consultation with the Environmental Protection Department and the Ministry of Agriculture, Food and Nutritional Security to reduce the chance of fire or leakage; and
 - e) Other renewable energy technologies and energy storage devices may be permitted subject to criteria and conditions described in technical guidance documents to be developed by the Ministry of Energy and Business Development in consultation with the Environmental Protection Department and the Ministry of Agriculture, Food and Nutritional Security.

➔ 3.2

Rural Settlements

Rural Settlements accommodate small residential populations within the Rural Working Landscape and National Park. Policies for Rural Settlements are intended to allow for the flexibility to support the viability of rural communities with the understanding that these areas are not planned to accommodate significant growth.

3.2.1 Permitted Uses

1. Permitted uses in Rural Settlements are:
 - a) Residential uses, including: single family, semi-detached, duplexes, terrace housing, townhouses, seniors' housing, assisted living facilities and nursing homes;
 - b) Small community-oriented commercial uses and shops;
 - c) Community facilities such as schools, libraries, polyclinics and community centres; and
 - d) Parks and open space.

3.2.2 General Policies

1. Applications for limited infilling and minor extensions to existing settlement areas may be permitted in Rural Settlements provided that the proposal:
 - a) Is not within the Soil Protection Overlay;
 - b) Is contiguous to existing development;
 - c) Represents an infilling or an extension of the existing community fabric;
 - d) Does not exceed the number of dwelling units in the existing community;
 - e) Is compatible with the nature and the scale of the existing community;
 - f) Is supported by adequate infrastructure, community facilities and services;
 - g) Does not negatively impact existing agricultural operations;
 - h) Does not detract from the landscape quality or the visual amenity of the area.





> Residential neighbourhood, Christ Church

➔ 3.3

Predominantly Residential Areas

Predominantly Residential Areas are located within the Urban Corridor, Stable Suburban Areas and National Park Villages and are intended to develop as compact and complete communities.

3.3.1 Permitted Uses

1. Permitted uses in Predominantly Residential Areas are:

- a) Residential uses, including: single family, semi-detached, duplexes, terrace housing, townhouses, condominiums, multi-storey apartments, seniors' housing, assisted living facilities and nursing homes;
- b) Home occupations ancillary to a residential use are permitted provided that the home occupation:
 - i) Employs no more than three (3) persons;
 - ii) Covers no more than 25% of the gross floor area of the dwelling;
 - iii) Is located wholly on the residential property; and
 - iv) Does not involve the sale of goods to the public or storage or use of hazardous materials.
- c) Guest houses;
- d) Recreational Parks and Community Mini-Parks according to the policies of Section 4.5 OS4 Public Parks and Open Space;
- e) Neighbourhood-oriented institutional uses such as schools, churches and halls, polyclinics, libraries and community centres and local museums according to the policies of Section 3.3.2;
- f) Small-scale neighbourhood commercial uses, including convenience stores, small offices and gas stations, according to the policies of Section 3.3.2; and
- g) Expansion or intensification of existing light industrial uses according to the policies of Section 3.3.2, with the exception of motor vehicle repair (auto body repair, spray painting and servicing of vehicles). No new light industrial uses will be permitted.
- h) Renewable energy technologies for micro-generation on domestic properties.

3.3.2 General Policies

1. When reviewing residential subdivision applications, the Director of Planning and Development will consider the extent to which they meet the following planning and design considerations:
 - a) The proposed subdivision is located within the Urban Corridor, Stable Suburban Area or a National Park Village;
 - b) The proposed subdivision is located within an existing residential neighbourhood and represents an infilling opportunity, or represents a logical extension to an existing developed area;
 - c) Roads, water and other utilities can adequately service the proposed development;
 - d) The proposal provides a rational and continuous network of local and main roads with appropriate linkages to existing or future roads on adjacent sites;
 - e) There are adequate provisions for pedestrian circulation according to Section 2.4 Advancing Mobility and Accessibility and 2.5 Planning for National Infrastructure;
 - f) The proposal addresses open space according to the provisions of Section 4.5 OS4 Public Parks and Open Space;
 - g) Local schools and community services can adequately service the proposed development; and
 - h) Where the proposal is located within a Community Plan area, the proposed development complies with the objectives and policies of the Community Plan.
2. As a condition of approval, developers will be required to provide all functional infrastructure, including adequate access, essential utility services, street trees, sidewalks and street lighting in all new subdivisions.
3. Seniors' housing, assisted living facilities and nursing homes will be designed to be accessible to persons with disabilities.
4. Applications for non-residential uses will be assessed on an individual basis by the Director of Planning and Development in terms of the following issues:
 - a) Noise and visual impacts on adjacent residential properties. Additional setbacks and screening may be required to mitigate impacts. Proposals which would create an unacceptable impact on surrounding residences will not be permitted;
 - b) Adequate on-site parking can be provided;
 - c) Adequate vehicular and pedestrian access, according to the policies of Section 2.4 Advancing Mobility and Accessibility and 2.5 Planning for National Infrastructure can be provided; and
 - d) The proposed development will not create unacceptable traffic congestion. A Transportation Impact Assessment may be required in areas experiencing traffic congestion or if significant commercial development activity is occurring in the surrounding area.
5. Institutional uses which are compatible with residential neighbourhoods, including schools and community facilities, will be encouraged to locate in Predominantly Residential Areas, provided that they:
 - a) Are directed to locations where they will function as a focus for the neighbourhood;
 - b) Are directed to locations where sufficient off-street parking will be provided;
 - c) Are compatible in scale to surrounding residential uses; and
 - d) Mitigate impacts on surrounding residential uses, particularly for noise pollution.
6. Policies for Commercial Uses in Predominantly Residential Areas are as follows:
 - a) Shops and personal services, restaurants and bars, banks, offices and gas stations, up to a maximum floor area of 500 square metres each, may be permitted along Class I Special, Class I, Class II and Class III roads within Predominantly Residential Areas or on local roads where they intersect with these main roads.
 - b) Uses that improve the availability of healthy food options including food and produce shops and farmers' markets will generally be supported.
 - c) Residential uses will be encouraged on upper storeys in conjunction with commercial uses on the first level.
7. Renewable energy installations that are compatible with residential neighbourhoods will be encouraged, subject to criteria including the following:
 - a) No unacceptable noise and visual impacts will be created on surrounding residences; and

- b) Approved battery energy storage systems will be permitted with the incorporation of mitigation strategies described in technical guidance documents to be developed by the Ministry of Energy and Business Development in consultation with the Environmental Protection Department and the Ministry of Agriculture, Food and Nutritional Security, to reduce the chance of fire or leakage.
- 8.** Policies for industrial uses in Predominantly Residential Areas are as follows:
- a) Existing industrial uses in Predominantly Residential Areas will continue to be permitted in such areas, but will generally be considered to be incompatible with the desired residential character. Such uses will be allowed to remain and moderately expand or intensify subject to the following criteria:
 - i) The proposal is not injurious to the residential amenity of the area;
 - ii) Uses are wholly enclosed within buildings;
 - b) Expansions and/or intensification of industrial uses in Predominantly Residential Areas will only be permitted after consultation with the Environmental Protection Department to avoid conflicts and negative health and environmental impacts.
 - iii) The proposal is located on property which fronts directly onto a Class I Special, Class I, Class II or Class III road (see Map 12: National Infrastructure);
 - iv) There is no outdoor storage;
 - v) The intensification in use does not result in an increase in the generation, storage, use or emission of hazardous or toxic materials;
 - vi) In the opinion of the EPD, adequate pollution controls are provided; and
 - vii) The proposal is located on a site which was used for industrial purposes on the date of approval of the Physical Development Plan, Amended (2003);



> Church Village Green, Bridgetown

3.3.3 Design Strategies

1. Proposals for higher density or high-rise housing will be considered by the Director of Planning and Development on a case-by-case basis.
2. High-rise housing should generally be directed to sites which front onto Class I Special, Class I, Class II or Class III roads, or sites located at the intersections of these roads and local roads (see Map 12: National Infrastructure).
3. High-rise housing should be directed to sites which minimise impacts such as overshadowing and over viewing of adjacent residential properties and blockage of breezes;
4. There should be a gradual transition of building heights and densities in residential neighbourhoods rather than indiscriminate mixing of heights and densities. In this regard, low rise housing forms will be preferred in the interior of residential areas, while high-rise housing types will be directed to the periphery of residential areas and along major roads as noted in Policy 3.3.3.2.
5. Mid- and high-rise residential and mixed use buildings will:
 - a) Have a main entry off a public road, and be located close to the road;
 - b) Where possible, locate at-grade parking facilities to the rear or side of the building;
 - c) Where parking areas abut a public street, screen them with landscaping strips;
 - d) Consider outdoor space for each unit in the form of a balcony;
 - e) Provide shared outdoor amenity space at grade, which may include landscaping, children's play equipment, and seating;
 - f) Include low-energy considerations, such as balconies or other features that provide shade on upper floors, cross ventilation, and site landscaping to create shade and decrease energy demand; and
 - g) Provide pedestrian routes across the site, where appropriate.
6. Townhousing and terraced housing will:
 - a) Be sited so that each unit faces a public street, or a pedestrian route which connects directly to a public street;
 - b) Have a clearly defined front door and entry off the public street or pedestrian route for each unit;
 - c) Include an outdoor space for each unit;
 - d) Consider the provision of shared outdoor amenity space;
 - e) Consider consolidated parking;
 - f) Where possible, locate at-grade parking facilities away from the public street;
 - g) Where parking areas abut a public street, screen them with landscaping strips; and
 - h) Include pedestrian routes through the site, where appropriate.
7. On larger sites, master planning through the preparation of a design framework will be encouraged that demonstrates the comprehensive design consideration of land uses, heights and densities, transportation networks, walkability, public open space, shoreline access, community amenity and resiliency planned on the site to contribute to healthy and complete communities.
8. To ensure compatibility with adjacent uses, renewable energy installations will be sited and designed to standards described in technical guidance documents to be developed by the Ministry of Energy and Business Development in consultation with the Environmental Protection Department and the Ministry of Agriculture, and Food and Nutritional Security and conforming with the Planning and Development (General Development) Order, 2021.

3.4

Mixed Use

The Mixed Use designation applies primarily within Centres and along Mixed Use Corridors, and is intended to promote development in a compact form, with higher densities and a wider mix of uses than in surrounding areas.

3.4.1 Permitted Uses

1. Permitted uses in Mixed Use areas are:
 - a) Shops;
 - b) Offices and commercial uses;
 - c) Light industrial;
 - d) Renewable energy technologies for micro-generation;
 - e) Restaurants and bars;
 - f) Entertainment uses;
 - g) Residential uses, including: single family, semi-detached, duplexes, terrace housing, townhouses, condominiums, multi-storey apartments, student housing, seniors' housing, assisted living facilities and nursing homes;
 - h) Institutional uses including government and civic uses, schools, post-secondary facilities, public markets and community and healthcare facilities;
 - i) Cultural facilities including museums and theatres;
 - j) Recreational facilities;
 - k) Parks and open space;
 - l) Hotels;
 - m) Guest houses;
 - n) Apartment hotels;
 - o) Tourist services;
 - p) Service stations and petrol filling stations;
 - q) Automobile-oriented stores and dealerships, subject to the policies of Section 3.4.2; and
 - r) Fish landing sites.

3.4.2 General Policies

1. Medium and higher density housing forms, as well as residential units above commercial uses in mixed use buildings, will be encouraged.
2. Plot ratio will be a minimum of 1 times coverage.
3. New automobile-oriented retail and services will be required to have a setback from surrounding uses, to be determined by the Director of Planning and Development in consultation with the Environmental Protection Department.
4. The Director of Planning and Development may require a Transportation Impact Assessment for major development to assess the impacts of the proposed development on existing road infrastructure and parking supply and the infrastructure improvements necessary to accommodate the proposal.
5. The Government will encourage the creation of Business Improvement Districts, to provide a mechanism for local merchants to pool resources to fund physical improvements or promotional activities.
6. Renewable energy installations that are compatible with mixed use development will be encouraged, subject to criteria including the following:
 - a) No unacceptable noise and visual impacts will be created on surrounding development; and
 - b) Approved battery energy storage systems will be permitted with the incorporation of mitigation strategies described in technical guidance documents to be developed by the Ministry of Energy and Business Development in consultation with the Environmental Protection Department and the Ministry of Agriculture, Food and Nutritional Security, to reduce the chance of fire or leakage.

3.4.3 Specific Policies

1. Within Local Centres, the following policies apply:
 - a) Office Buildings will be limited to a maximum of 460 square metres gross floor area per building;
 - b) Notwithstanding provision 1.a) above, in Hastings, office buildings will be limited to a maximum of 1,860 square metres gross floor area per building; and
 - c) Local Centres are intended to accommodate shops up to an aggregate of 4,650 square metres of gross leasable area.
2. Within Mixed Use Corridors, applications for shopping centres with a gross floor area of 9,300 square metres or more will be subject to the policies of Section 3.5. In addition, the Director of Planning and Development may require a Market Impact Assessment for proposals under 9,300 square metres if in the opinion of the Director of Planning and Development, the proposal may have a negative impact on shops in the National Centre or in Regional Centres.
3. More specific development policies for the Collymore Rock, Bay Street, Cheapside Road/Fontabelle Road/Spring Garden Highway, Tudor Street/Baxters Road/Barbarees Hill, Roebuck Street and Coleridge Street/Whitepark Road/Lower Bank Hall Road Mixed Use Corridors are set out in the Bridgetown Community Plan.



➤ South Coast Boardwalk, Hastings, Christ Church

3.4.4 Design Strategies

1. New development in Mixed Use areas should be consistent and compatible with the built form of the rest of the centre or corridor in terms of building height, scale, massing and relationship to the street.
2. Buildings should be oriented to the street, with direct pedestrian access from the street to the main building entrance.
3. Taller buildings are appropriate in some Mixed Use areas in Regional Centres and Mixed Use Corridors. Further guidance on appropriate heights is provided in the Community Plans in Part B. Locations for taller buildings must consider compatibility with the existing context, heritage assets and views. A technical design guidelines document may be developed by the Government for taller buildings that are seven stories and higher to guide an appropriate built form, scale of lots, and fit of building(s) with the existing context.
4. To ensure compatibility with adjacent residential communities, the height and massing of new development should be designed to:
 - a) Minimise impacts with respect to shadowing, overview, loss of privacy and blockage of breezes to adjacent residential dwellings. In order to minimise impacts, the Planning and Development Department and relevant agencies may require mitigation measures such as landscape buffers, noise and air emission control measures, or increased setbacks from residential uses; and
 - b) Create an effective transition in height and massing between the more intensive corridors and centres and adjacent residential neighbourhoods.
5. In Mixed Use areas, enhancing walkability will be a priority and will occur through the implementation of continuous sidewalks, pedestrian crossings and signals. An accessible pedestrian environment will be encouraged, including ramps, visual markers and audible signals.
6. Buildings should generally be set back from the centre line of the street as specified in Section 2.5, to allow for the development of a continuous sidewalk network. Exceptions to these requirements are described in some Community Plans to conserve and respect the historic pattern of buildings set closer to the street.



➤ James Street, Bridgetown

7. Where appropriate, streetscape amenities such as street trees, shade canopies within the building design, and pedestrian-scaled street lighting should be required as a condition of approval.
8. All efforts should be made to maintain existing on-site trees as development occurs. Any trees lost will be replaced on site.
9. A minimum of 20% soft landscaping will be required on lots used for commercial purposes. Proponents will be encouraged to submit landscape plans as part of development applications.
10. Parking should generally be located in rear or side yards. If locating parking in the front of the building is unavoidable, it should be screened from the street with landscaping.
11. Loading and servicing activities should generally be located in the rear of buildings or screened from the street to limit impacts on the public realm. The location of loading and servicing facilities will also consider the noise and visual impact on adjacent residential uses.
12. Vehicle access points (driveways) into lots will be limited from the main street as much as possible. Driveways should be located from secondary streets, or if they are from a main street, combined to limit the interruption to the sidewalk.
13. To ensure compatibility with adjacent uses, renewable energy installations will be sited and designed to standards described in technical guidance documents to be developed by the Ministry of Energy and Business Development consultation with the Environmental Protection Department and the Ministry of Agriculture, Food and Nutritional Security and conforming with the General Development Order, Planning and Development Act 2019.

3.5

Shopping Centres

The Shopping Centres designation is intended to manage the impacts of large-scale retail facilities.

3.5.1 Permitted Uses

1. Permitted uses in Shopping Centres are:
 - a) Shops;
 - b) Offices and commercial uses;
 - c) Restaurants and bars;
 - d) Entertainment uses;
 - e) Renewable energy technologies for micro-generation;
 - f) Institutional uses, including: government and civic uses and community and healthcare facilities;
 - g) Cultural facilities including museums and theatres;
 - h) Parks and open space; and
 - i) Residential uses, including: condominiums, multi-storey apartments, seniors' housing, assisted living facilities and nursing homes.

3.5.2 General Policies

1. In aggregate, retail space in individual Shopping Centres will be limited to a maximum of 9,294 square metres of gross leasable floor area.
2. Applications for development of shopping facilities larger than 9,300 square metres or development of new Shopping Centres not designated in the Physical Development Plan Amended (2023) will be required to provide the following:
 - a) An appropriate Market Impact Assessment to demonstrate that the proposed development can be justified without detriment to the role, function or economic viability of shopping facilities in Central Bridgetown, Historic Regional Centres and Local Centres. Subject to the conclusions of the market study, the Director of Planning and Development may require that a proposed retail centre be phased. This study will include:
 - i) Identification of the trade area for the proposed facility;
 - ii) An assessment of the current retail market conditions and the future potential for growth in the retail market within the trade area;

- iii) An evaluation of the economic feasibility of the proposed centre on the basis of current market demand and retail market opportunity; and
 - iv) An indication of any adverse effects on the economic viability of existing or planned retail facilities in Central Bridgetown, or the Regional and Local Centres.
 - b) An appropriate planning study to demonstrate:
 - i) That the proposed development will be generally compatible with adjacent land uses;
 - ii) That the proposed development will be adequately designed to minimise any specific negative impacts on surrounding uses including the provision of adequate screening and distance separation from sensitive off-site uses such as residential, open space or community facilities; and measures to minimise impacts of lighting on surrounding uses; and
 - iii) That the proposed development will be developed in an aesthetically acceptable manner, including: buildings which are compatible with the massing, height, design and siting of neighbouring developments; layout, landscaping and lighting of parking areas; and landscaping and streetscape improvements along the major roads abutting the development.
 - c) A Transportation Impact Assessment to demonstrate:
 - i) That the capacity of roads and intersections is adequate to accommodate the traffic generated by the proposed centre; and
 - ii) That adequate on-site parking, loading and circulation will be available to accommodate the traffic generated by the proposed centre.
3. Applications for Shopping Centres having less than 9,300 square metres of retail floor space may also be subject to Policy 3.5.2.2 if, in the opinion of the Director of Planning and Development, the proposed development could have significant impacts on existing shopping areas, transportation infrastructure or if it is located adjacent to sensitive land uses.
4. Renewable energy installations that are compatible with shopping facilities will be encouraged, subject to criteria including the following:
 - a) No unacceptable noise and visual impacts will be created on surrounding development; and
 - b) Approved battery energy storage systems will be permitted with the incorporation of mitigation strategies described in technical guidance documents to be developed by the Ministry of Energy and Business Development in consultation with the Environmental Protection Department and the Ministry of Agriculture, Food and Nutritional Security, to reduce the chance of fire or leakage.

3.6

Tourism

The Tourism designation primarily applies within Tourism Corridors on the south and west coasts and is intended to provide guidance for the continued development of these areas.

3.6.1 Permitted Uses

1. Permitted uses in Tourism areas are:
 - a) Hotels;
 - b) Guest houses;
 - c) Apartment hotels;
 - d) Resorts;
 - e) Shops;
 - f) Entertainment uses;
 - g) Restaurants and bars;
 - h) Tourist services;
 - i) Camping;
 - j) Eco-lodges;
 - k) Small-scale community facilities such as libraries, public markets, polyclinics and community centres;
 - l) Recreational facilities;
 - m) Offices and commercial uses;
 - n) Cultural facilities including museums and theatres;
 - o) Parks and open space;
 - p) Renewable energy technologies for micro-generation;
 - q) Residential uses, including: condominiums and multi-storey apartments; and
 - r) Fish landing sites.

3.6.2 General Policies

1. All new development and redevelopment in coastal Tourism areas will be consistent with the policies of the Integrated Coastal Management Plan (2020) and will include strategies for adaptation to the climate crisis and disaster risk reduction.
2. Development or redevelopment of waterfront properties will be designed to maintain and enhance views to the sea, preserve existing Shore Access Points and provide new ones where possible.
3. A Transportation Impact Assessment which addresses the impacts of the proposal on the existing road system and improvements necessary to accommodate the proposal may be required by the Director of Planning and Development.
4. All new development and redevelopment will be required to provide adequate on-site parking.
5. Development or redevelopment should incorporate measures to improve the pedestrian environment along the frontages of the property, including the provision of sidewalks, screening from parking areas and appropriate lighting.
6. Where tourism uses are proposed adjacent to residential properties, additional setbacks and screening may be required to mitigate noise and visual impacts.
7. Renewable energy installations that are compatible with tourism uses will be encouraged, subject to criteria including the following:
 - a) No unacceptable noise and visual impacts will be created on surrounding development; and
 - b) Approved battery energy storage systems will be permitted with the incorporation of mitigation strategies described in technical guidance documents to be developed by the Ministry of Energy and Business Development in consultation with the Environmental Protection Department and the Ministry of Agriculture, Food and Nutritional Security, to reduce the chance of fire or leakage.

➔ 3.7

Institutional

The Institutional designation is intended to guide the development of large scale or significant concentrations of institutional uses. Not all institutional uses have been mapped as smaller-scale institutional uses such as schools, churches, libraries, community centres and polyclinics are permitted in a wide variety of land use designations.

3.7.1 Permitted Uses

1. Permitted uses in Institutional areas are:
 - a) Institutional uses, including: government and civic uses, schools, post-secondary facilities, public markets and community and healthcare facilities;
 - b) Student housing;
 - c) Renewable energy technologies for micro-generation;
 - d) Parks and open space; and
 - e) Cultural facilities including museums and theatres.

3.7.2 General Policies

1. Where feasible, institutions will be directed to locate adjacent to one another and open space areas, to permit the sharing and optimal use of parking, community and open space facilities.
2. All new development and redevelopment will be required to provide adequate on-site parking.
3. Development or redevelopment should incorporate measures to improve the pedestrian environment along the frontages of the property, including the provision of sidewalks, screening from parking areas and appropriate lighting.



➤ Cheapside Public Market, Bridgetown



➤ Parliament Buildings, Bridgetown



➤ Speightstown Fish Market, St. Peter

➔ 3.8

Major Recreation

The Major Recreation designation is intended to ensure appropriate locations for large-scale recreational uses and manage their impacts on surrounding areas.

3.8.1 Permitted Uses

1. Permitted uses within Major Recreation areas are:
 - a) Stadiums;
 - b) Renewable energy technologies for micro-generation;
 - c) Large scale playing fields;
 - d) Ancillary shops, restaurants, and services.

3.8.2 General Policies

1. The Director of Planning and Development may require a Transportation Impact Assessment for new or expanded Major Recreation facilities to assess the impacts of the proposed development on existing road infrastructure and parking supply and the infrastructure improvements necessary to accommodate the proposal.
2. Major Recreation facilities will be encouraged to be located in proximity to public transport to minimise the need for private car travel.



➤ Kensington Oval, Bridgetown

3.9

Employment Areas

Policies for Employment Areas are intended to both protect these areas for their important function in the national economy and provide flexibility to improve utilisation.

3.9.1 Permitted Uses

1. Permitted uses within Employment Areas are:
 - a) General and light industrial uses;
 - b) Knowledge-based uses such as telecommunications, informatics, and research and development;
 - c) Offices;
 - d) Institutional uses, including: government and civic uses, and post-secondary facilities;
 - e) Restaurants are permitted ancillary to an employment use;
 - f) Special industrial uses, subject to the policies of Section 3.9.2.
 - g) Renewable energy technologies for micro-generation;
 - h) Ancillary retail facilities, including showrooms, provided that the gross floor area of any ancillary retail facility is limited to 20 percent of the total floor area of the main industrial and/or warehouse building; and
 - i) Parks and open spaces.

3.9.2 General Policies

1. Activities involving the use or storage of hazardous and/or noxious materials in potentially dangerous quantities will be prohibited in Employment Areas.
2. Uses with the least offensive operations in terms of noise, glare, vibration, loading and outdoor storage requirements will be encouraged to locate at the periphery of Employment Areas.
3. Special Industrial uses will only be permitted in Employment Areas subject to an Environmental Impact Assessment and their conformity with all other policies of Section 3.10.
4. To promote greater utilisation of Employment Areas, the Planning and Development Department may consider permitting uses other than those listed in Section 3.9.1. In such cases the Planning and Development Department will require:
 - a) The completion of a Market Impact Assessment demonstrating the overall supply of Employment Area land is sufficient for current and future needs;
 - b) That the proposed use is compatible with and does not compromise the remaining uses in the Employment Area;
 - c) That the proposed use would be compatible with any Employment Area permitted use which may locate to the Employment Area in the future;
 - d) That the proposed use utilises infrastructure efficiently.
5. New subdivisions and extensions to existing subdivisions in Employment Areas will be designed to ensure that:
 - a) Vehicles can access the Employment Area without penetrating residential areas;
 - b) Roads and public utilities will be able to accommodate the proposed subdivision without reducing service levels elsewhere or overloading capacities. Proponents may be required to contribute to the cost of upgrading deficient facilities;
 - c) Where Employment Areas are adjacent to residential areas, screening in the form of landscape materials or solid fencing or additional setbacks is provided

- within the Employment Area to screen loading, outdoor storage areas and industrial activities;
- d) A pedestrian-supportive environment is provided in the Employment Area.
- 6.** Renewable energy installations that are compatible with employment uses will be encouraged, subject to criteria including the following:
- Battery energy storage systems will be permitted with the incorporation of mitigation strategies described in technical guidance documents to be developed by the Ministry of Energy and Business Development in consultation with the Environmental Protection Department and the Ministry of Agriculture, Food and Nutritional Security, to reduce the chance of fire or leakage.
- 7.** When reviewing proposals for new developments within Employment Areas, the Planning and Development Department will consider the following issues:
- Where possible, outdoor storage and loading areas should be located in rear or side yards;
 - Landscaping or solid fencing should be provided around outdoor storage areas to ensure that they are adequately screened from public view;
 - Parking areas should be screened by landscaping where they front onto a public street;
- d) Exterior lighting and signs should be designed so that they do not shine into adjacent residential areas.
- 8.** The following will be considered in designating additional Employment Areas:
- A Market Impact Assessment demonstrating the need for additional employment land should be prepared;
 - Employment Areas should be located in areas where multimodal transportation options are available, including public transport;
 - Sites for Employment Areas will be required to demonstrate:
 - That the site can be adequately serviced;
 - The compatibility of employment uses with adjacent land uses;
 - Vehicles can access the Employment Area without penetrating residential areas; and
 - Roads and public utilities will be able to accommodate the proposed Employment Area without reducing service levels elsewhere or overloading capacities. Proponents may be required to contribute to the cost of upgrading deficient facilities.



➤ Warrens, St. Michael

➔ 3.10

Special Industry

The Special Industry designation is designed to manage the impacts of noxious or dangerous land uses on surrounding areas.

3.10.1 Permitted Uses

1. Permitted uses in Special Industrial areas are:
 - a) A chemical or petroleum manufacturing plant other than a plant for the manufacturing of pharmaceutical drugs;
 - b) A refinery;
 - c) Activities related to off-shore oil and gas, subject to the EIA process of the Ministry of Energy and Business Development and Ministry of the Environment and National Beautification;
 - d) A desalination plant;
 - e) Energy production facilities including renewable energy technologies;
 - f) A cement plant or other plant for the burning of lime or bricks;
 - g) Any other industry/activity where the processes are potentially noxious or dangerous to health and amenity by reason of excessive fumes, smoke, dust, grit, ash, noise or vibration; and

- h) Offices, showrooms, outdoor storage and other uses which are normally considered accessory to such Special Industrial uses.

3.10.2 General Policies

1. Existing Special Industrial operations are designated on Map 13: Land Use. Proposals for residential, tourist or community facilities within 500 metres of a special industrial operation will be subject to a detailed planning study to assess potential impacts related to noise, smell, fumes, vibration and truck and vehicular traffic. Proposals will only be permitted if in the opinion of the Director of Planning and Development and relevant regulatory agencies they would not be negatively affected by the Special Industrial operation.
2. All applications for new Special Industrial developments, or significant expansions of the industrial component of existing facilities, will be subject to an Environmental Impact Assessment.
3. Only existing Special Industrial uses are designated in the plan. New Special Industrial developments will be directed to areas which meet the following criteria:
 - a) Locations where the existing roads, water, and other utilities and infrastructure can accommodate the proposed use. If existing infrastructure is inadequate and appropriate alternative sites are not available, the proponent must pay the full cost of upgrading the infrastructure necessary to accommodate the proposal;
 - b) Locations which are not within Groundwater Protection Zones A, B or C;
 - c) Locations which would not result in significant negative impacts to sensitive land uses such as residences, open space, community facilities, tourism areas or recreational/beach areas;
 - d) Locations which would not result in significant negative impacts on Natural Heritage Conservation Areas, coastal environments or other sensitive ecosystems;



➤ Disused fuel storage tanks, Oistins, Christ Church

4. Generally, applications for Special Industrial development will be encouraged to locate adjacent to existing Special Industrial operations, provided that the above considerations of Policy 3.10.2.3 can be satisfied.
5. Proposals which do not meet all of the criteria of Policy 3.10.2.3 will be required to demonstrate how the negative impacts will be mitigated.
6. All Special Industrial development will be subject to the policies of Section 2.2.3 regarding Groundwater Protection Zones.
7. Outdoor storage will be permitted in Special Industrial areas provided that it is adequately screened from public view.
8. A vegetated buffer will be required between Special Industrial areas and adjacent land uses, to the satisfaction of the Director of Planning and Development.
9. Remediation of disused or abandoned Special Industry sites will be required to address:
 - a) Disposal or treatment of hazardous materials;
 - b) Potential reuse of the building for another employment use; and
 - c) Potential conversion to open space or renaturalisation.
- c) The implications for the character and visual quality of the local surroundings;
- d) Impacts on key and supporting components of the Natural Heritage System within and adjacent to the Checker Hall area;
- e) An assessment of the relative economic costs and benefits of this location compared with alternative resource extraction areas. The economic assessment is to incorporate the costs of any relocation which arises from the expansion.
2. An application will only be considered for approval if the Environmental Impact Assessment demonstrates that the proposal will have minimum impacts on the strength and vitality of the adjacent communities and on the environmental characteristics of the area. The assessment will be required to indicate that social or environmental impacts can be adequately mitigated by the proponent.
3. In the event that the proposal is deemed to have negative impacts on the social and/or environmental quality of the area, approval will be granted only if the proposal is of overriding national need and no reasonable alternative source can be identified. In this case, the proponent will prepare a development plan which identifies required mitigation measures, as well as a strategy for relocating existing residents.

3.10.3 Specific Policies

1. An Environmental Impact Assessment will be required to assess any further applications for industrial expansion in the Checker Hall area of St. Lucy. This area contains a significant limestone quarry which provides the raw materials for the Arawak Cement Company plant. In addition to the provisions of Section 5: Implementation, the EIA will focus on several key factors including, but not limited to:
 - a) The effect of the expansion on existing residential communities, particularly with respect to the potential for dislocation of existing dwellings;
 - b) The effect of the expansion on remaining residential communities with respect to such impacts as noise, dust, vibration and truck traffic;

3.11

Resource Extraction

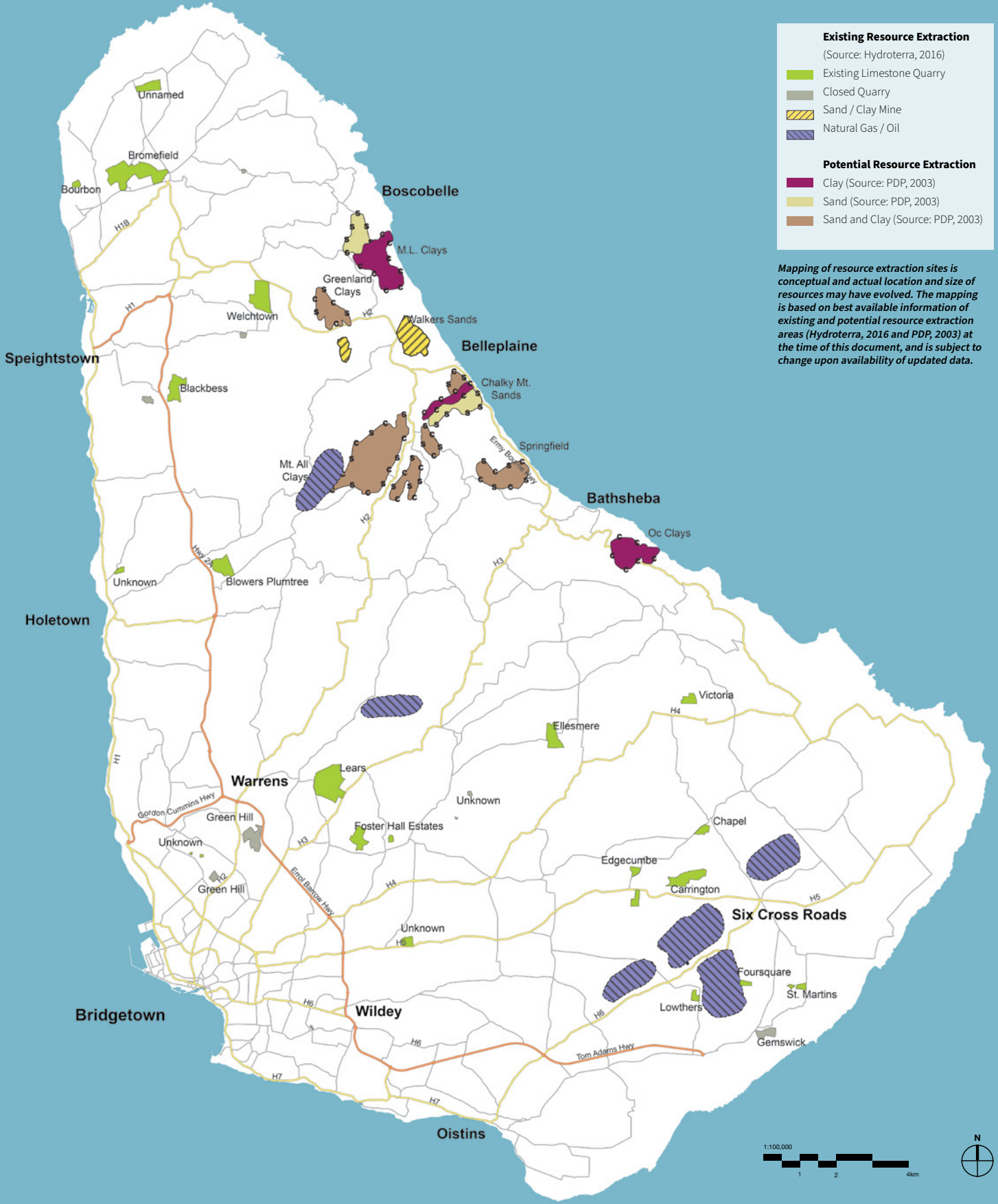
The Resource Extraction designation is intended to ensure that resource extraction activities are carried out in manner that manages impacts on surrounding areas and that the rehabilitation of Resource Extraction areas after operations cease is planned for in advance. Resource Extraction areas have been identified on Map 13: Land Use and are shown in greater detail on Map 14: Resource Extraction.

3.11.1 Permitted Uses

1. Permitted uses in the Resource Extraction areas are:
 - a) Mining and quarrying and related operations.

3.11.2 General Policies

1. Applications for new Resource Extraction operations will require an Environmental Impact Assessment which addresses, in addition to the provisions of Section 5: Implementation, the following issues:
 - a) Adequacy of road infrastructure serving the site;
 - b) Anticipated impacts of the proposed operation on adjacent land uses, in terms of noise, traffic, vibration, dust and fumes;
 - c) Impacts of the proposed operation on groundwater quality and supplies;
 - d) Impacts on key and supporting components of the Natural Heritage System;
 - e) Impacts on the character and visual quality of surrounding landscapes;
2. An application will only be considered for approval if the Environmental Impact Assessment demonstrates that the proposal will have acceptable impacts or if impacts can be adequately mitigated.
3. Proponents for new Resource Extraction operations will be required to submit “Management and Closure Plans” which will address the following issues:
 - a) Extraction and processing methods;
 - b) Removal and storage of topsoil;
 - c) Hours of operation and truck traffic; and
 - d) Rehabilitation of the quarry or mine site after the operations have ceased.
4. All extraction and processing must be conducted in a manner which minimises negative environmental impacts, in accordance with all Government legislation, standards and policies.
5. Development proposals located within 500 metres of an existing or closed Resource Extraction site will only be permitted if, in the opinion of the Planning and Development Department, and where applicable the Division of Energy and Natural Resources Department, these uses would not be negatively affected by existing or potential resource extraction operations.
 - f) An assessment of soil stability and potential impacts on soil stability from the proposed development; and
 - g) An assessment of potential mitigation measures.



MAP 14:
Resource Extraction

➔ 3.12

Natural Resource Reserves

The Natural Resource Reserves designation is an overlay which applies in conjunction with the underlying land use and protects for the use of these lands for resource extraction.

3.12.1 General Policies

1. Development in this overlay designation will be subject to the policies of the underlying land use category, provided that, in the opinion of the Planning and Development Department and the ministries responsible for the Environment and Natural Resources respectively, the proposal does not compromise the ability to extract these resources over the long term.



➤ Walkers Sand Mine, St. Andrew

➔ 3.13

Golf Courses

In the context of Barbados as a land and water scarce island, the provisions for Golf Courses are meant to manage the impacts of this land and water intensive use.

3.13.1 Permitted Uses

1. Permitted uses within Golf Course areas are:
 - a) Golf courses;
 - b) Club houses;
 - c) Restaurants and bars;
 - d) Recreational facilities;
 - e) Hotels;
 - f) Parks and open spaces;
 - g) Renewable energy technologies for micro-generation;
 - h) Residential uses, including: single family, semi-detached, duplexes, terrace housing, townhouses, condominiums and multi-storey apartments; and
 - i) Shops.

3.13.2 General Policies

1. All proposals for golf courses (including those which have received outline approval on the date of approval of the Physical Development Plan Amended (2023) will be subject to an Environmental Impact Assessment. In addition to the provisions of Section 5: Implementation, the Environmental Impact Assessment will include the following:
 - a) An assessment of pre-development conditions, including:
 - i) Water supply: including the quantity and quality of groundwater available, the present level of use of these resources, and current commitments for both potable and irrigation purposes;
 - ii) Stormwater: an assessment of existing conditions in terms of infiltration and conveyance of stormwater;



➤ Sandy Lane, St. James

- iii) Soil stability: an assessment of soil stability on the site;
 - iv) Natural heritage: an assessment of key and supporting Natural Heritage System components on and adjacent to the proposal; and
 - v) Soil capability: an assessment of the agricultural capability of the soils in the proposed development site.
- b) An assessment of the impacts of the proposed development, including:
- i) Water supply: an assessment of the impacts of the proposal on potable and irrigation water requirements and aquifer recharge;
 - ii) Stormwater: an assessment of the impact of the proposal on stormwater drainage;
 - iii) Soil stability: an assessment of potential impacts on soil stability from irrigation;
 - iv) Natural heritage: an assessment of potential impacts to key and supporting Natural Heritage System components as a result of the proposed development;
 - v) Sewage: proposed methods of sewage disposal and expected environmental impacts;
 - vi) Pesticides and fertilizers: an assessment of the impacts of the use of pesticides and fertilizers on groundwater supplies and environmental features;
 - vii) Agricultural impacts: an Agricultural Impact Assessment in accordance with the provisions of Section 2.2.1: Food and Agriculture and Section 5;
 - viii) Financial and economic impacts: an analysis of the financial and economic impacts of the proposed development;
 - ix) Market analysis: an assessment of the demand for the proposed development (including the housing component) in relation to projected market demand as well as existing golf course attractions and other approved, but not built, golf course developments; and
 - x) Infrastructure: an analysis of the capacities of road and utilities infrastructure serving the site and improvements required to accommodate the proposal, including road closures, overpasses and underpasses.
- c) Mitigation measures: an assessment of potential mitigation measures, for example reducing the use of groundwater for irrigation purposes through surface water impoundment/retention, wastewater recycling and/or the use of brackish or desalinated water; and stormwater best management practices to reduce runoff and erosion;

- d) Post-development monitoring: post-development monitoring subject to the standards of the Planning and Development Department will also be required. Post-development monitoring may include, but not be limited to:
- i) Monitoring groundwater quality for a period of up to five years after the project is operational; and mitigation of any problems arising from the development, at the developer's expense;
 - ii) Monitoring of airborne chemicals and sewage effluent in down drift residential areas, and mitigation at the developer's expense.
- 2.** Where the proposed golf course development is considered suitable based on the results of the EIA, it may be approved subject to the following conditions:
- a) Communal sewage systems with tertiary treatment will be required for all golf course development.
 - b) Recycling of wastewater or desalination will be required for all new golf course developments in order to limit growth in water use and promote greater self-sufficiency. Use of the domestic water supply for irrigation will not be permitted;
 - c) The management of solid waste (collection, removal, disposal) will be the responsibility of the developer;
 - d) The developer will be required to pay the full cost of any upgrading of road and utilities infrastructure necessary to accommodate the proposal;
 - e) A maximum of 30% of the overall land area approved on any application will be allowed for housing and other ancillary development such as clubhouses, services and other recreational facilities;
 - f) A detailed phasing plan for the development, including time limits for completion of phases, must be approved by the Planning and Development Department prior to final approval of the proposal;
 - g) No conveyance of lands will be permitted prior to the satisfactory completion of the golf course;
 - h) A trust fund must be put in place to allow for an acceptable quantum of money from real estate sales to be provided for the long term management of the golf course; and
- i) Developers must agree to undertake the following, in a form acceptable to the Planning and Development Department, prior to final approval of a proposal:
- i) An erosion control plan for management of stormwater run-off and sedimentation during construction;
 - ii) An Integrated Pest Management System; and
 - iii) A pesticide and fertilizer use and storage plan, in accordance with the directives of the Pesticides Control Board.
- 3.** Golf course development will not be permitted in the following areas:
- a) In Groundwater Protection Zones A, B and C;
 - b) On erosion-prone soils where, in the opinion of the Ministry of Agriculture, Food and Nutritional Security, the proposed site is deemed unsuitable for a golf course development or the proposal would add to the existing soil instability problem;
 - c) In a Natural Heritage Conservation Area and other key and supporting components of the National Heritage System; and
 - d) In the National Park.
- 4.** Renewable energy installations that are compatible with golf courses will be encouraged, subject to criteria including the following:
- a) No unacceptable noise and visual impacts will be created on surrounding uses; and
 - b) Battery energy storage systems will be permitted with the incorporation of mitigation strategies described in technical guidance documents to be developed by the Ministry of Energy and Business Development in consultation with the Environmental Protection Department and the Ministry of Agriculture, Food and Nutritional Security, to reduce the chance of fire or leakage.



4

The Barbados System of Parks and Open Space

This section outlines the seven categories within the national System of Parks and Open Space and details policies for conservation and restoration of these key public and natural spaces.

This section provides policies to conserve and enhance the seven categories of open spaces identified across the island, which are anchored by the National Park. The Barbados System of Parks and Open Space recognises existing parks and open spaces which promote landscape preservation, ensure the conservation of the Natural Heritage System, meet the active and passive recreation needs of residents of Barbados and enhance amenities and the overall landscape of Barbados for residents and tourists alike.

The Barbados System of Parks and Open Space is anchored by the National Park in the Scotland District. Across the island the Government intends to build on the success of the National Park to maintain and improve the lands within the open space categories.

Components of the Barbados System of Parks and Open Space are at times also components of other island-wide assets, such as the Natural Heritage System or cultural heritage assets. The inclusion of these components in the System of Parks and Open Space recognises the landscape value, cultural heritage value and recreational opportunities inherent in these spaces.

The Barbados Systems of Parks and Open Space is shown on Map 15. It includes the following seven categories of open spaces:

OS1 – The Barbados National Park: International Union for the Conservation of Nature and Natural Resources – World Conservation Union (IUCN) Category 5 Protected Landscape/Seascape applies to the entire area of the National Park. The National Park encompasses a wide range of land use activities, from forestry and conservation to tourism, resource extraction and village settlements and includes many unique and wild landscapes.

OS2 – Natural Heritage Conservation Areas applies to features and locations that are important to the natural heritage of the island. The essential goal of this designation is to retain, protect and enhance these features for future generations. This designation encompasses both terrestrial and marine environments.

OS3 – Coastal Landscape Protection Zone applies to two coastal areas outside of the National Park which still exhibit a natural character and have unique physical attributes.

OS4 – Public Parks and Open Spaces includes sites that have been specifically designed to function as open space and recreation areas for the community.

OS5 – National Attractions refers to attractions which are used for public enjoyment and as part of the tourism industry.

OS6 – Barbados National Forest Candidate Sites – refers to State-owned sites which are predominantly covered in mature or emerging forests. Some of these areas contain the last remaining original forest cover in Barbados.

OS7 – Shore Access Points are locations of existing pedestrian access points to the sea which must be protected to ensure accessibility to Barbados' public beaches for all.

Designation OS1 - Barbados National Park IUCN Category 5 Protected Landscape/Seaside (Source: PDP 2003)

Designation OS2 - Natural Heritage Conservation Area (Source: PDP 2003)

Land:
 Graeme Hall, National Park, Chancery Lane, Jack in the Box, Welchman Hall, Heywoods

Marine
 Harrison's Cave Zone of Special Environmental Control
 Chancery Lane Natural Heritage Area

Designation OS3 - Coastal Landscape Protection Zone (Source: USI 2016)

- OS5: National Attractions:**
1. Animal Flower Cave
 2. St. Nicolas Abbey
 3. Barbados Wildlife Reserve Grenade Hall Signal Station & Forest
 4. Morgan Lews Windmill
 5. The Potteries
 6. Flower Forest
 7. Andromeda Botanic Gardens
 8. Codrington College
 9. Welchman Hall Gully
 10. Harrison's Cave
 11. Jack in the Box Gully
 12. Four Square Factory
 13. Graeme Hall Swamp, Beach, Sea Grass Bed & Reef Ecosystem
 14. Walkers Restoration Potential National Attraction

Designation OS4 - Public Parks and Open Space (Source: PDP 2003)

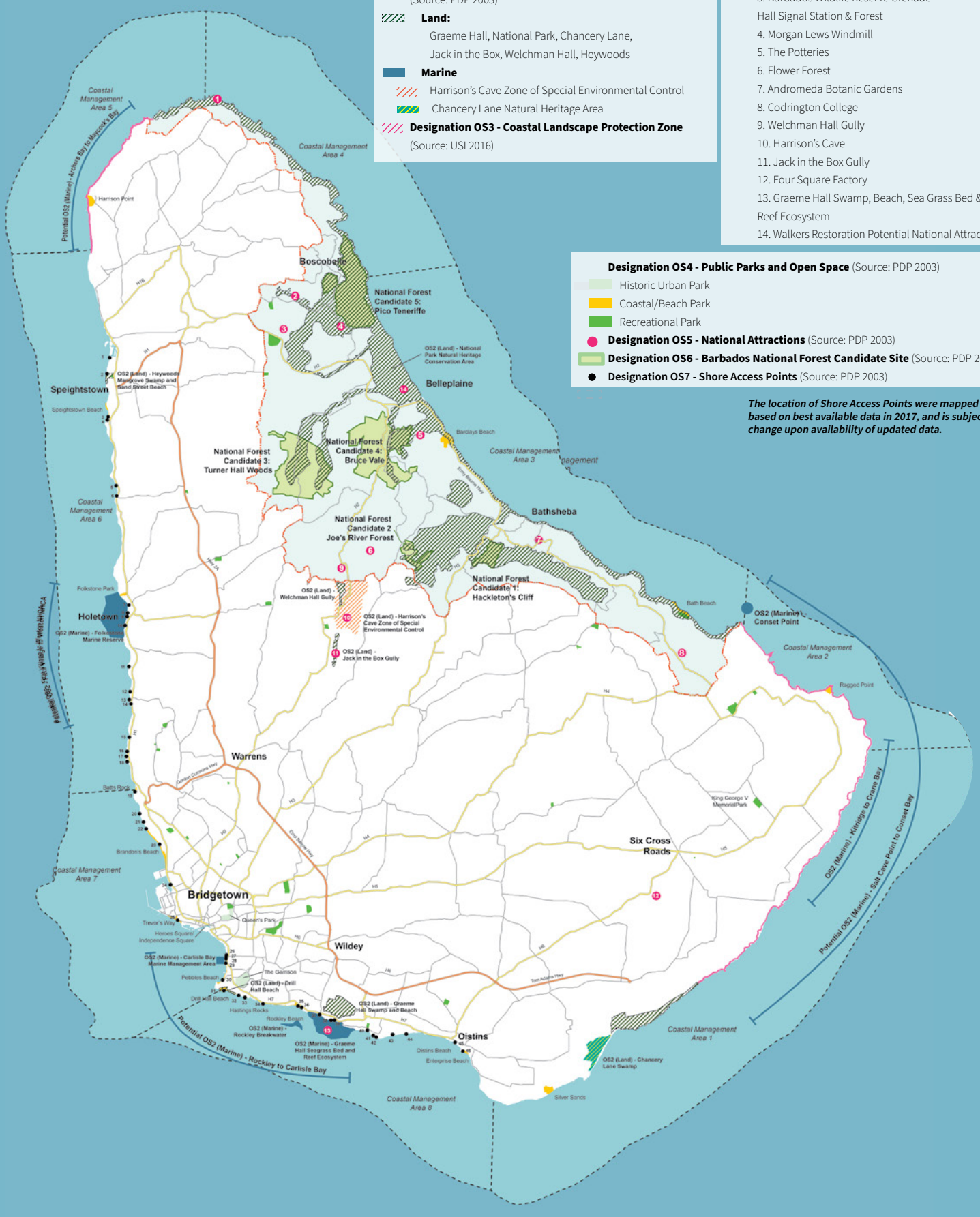
- Historic Urban Park
- Coastal/Beach Park
- Recreational Park

Designation OS5 - National Attractions (Source: PDP 2003)

Designation OS6 - Barbados National Forest Candidate Site (Source: PDP 2003)

Designation OS7 - Shore Access Points (Source: PDP 2003)

The location of Shore Access Points were mapped based on best available data in 2017, and is subject to change upon availability of updated data.



MAP 15: Barbados System of Parks and Open Spaces

➤ 4.1

Overarching Policies

1. Existing open spaces will be protected and improvements made to their condition, in particular to address the impacts of the climate crisis and increase resiliency.
2. Sufficient lands will be allocated to neighbourhood, community and national level recreation activities.
3. The Government will encourage landowners to undertake reforestation of land which is not suitable or required for agricultural purposes.
4. It is recommended that the Government establish funding and mechanisms for the maintenance and upkeep of open spaces.
5. As development occurs, the Government should seek opportunities to add to or enhance the existing open space system, especially in areas associated with key components of the Natural Heritage System or hazard lands.
6. The Government will aim to make all Public Parks and Open Spaces (OS4), National Attractions (OS5) and Shore Access Points (OS7) accessible and safe for people of all ages and abilities.



➤ Coastal Beach Park, Bathsheba, St. Joseph

➔ 4.2

OS1 - The Barbados National Park

The National Park is the anchor of the Barbados System of Parks and Open Spaces, which has as its basis an IUCN Category 5 Protected Landscape/Seascape. The basis of an IUCN Category 5 designation is a protected area where the interaction of people and nature over time has produced an area of distinct character with significant ecological, biological, cultural and scenic value, and where safeguarding the integrity of this interaction is vital to protecting and sustaining the area and its associated nature conservation and other values.

The National Park designation is intended to conserve and enhance the character and quality of the landscape and marine resources in the defined area of the park including all features of natural and cultural heritage. It is also intended to restrict activities which would conflict with or are detrimental to the landscape, seascape or environmental qualities that led to the National Park designation.



➤ National Park, St. Thomas

The policies in this section should be read in conjunction with the National Park policies in Section 2.2.4, and the National Park Development Plan (1999) and Guidelines for Management and Operation of the Barbados National Park and Other Natural Heritage Conservation Areas (1999), which provides detailed implementation guidelines and description of the National Park.

4.2.1 Overarching National Park Land Use Policies

The following general policies apply to all land use designations within the National Park.

1. The majority of the land area, including the Food and Agriculture areas, Forests and Natural Heritage Conservation Areas shown on Maps 16 and 17 will be reserved for farming, forestry, open space, conservation and passive recreational uses such that they contribute to the overall ecological integrity and landscape quality of the National Park.
2. Urban uses such as residential subdivisions, industries, commercial development, services and tourist-related development will be directed to the National Park Villages.
3. Notwithstanding the above, small-scale tourist accommodations may be permitted within existing buildings in appropriate locations throughout the National Park subject to the satisfaction of the Director of Planning and Development regarding their suitability and environmental impact. Specific projects related to eco-tourism are permitted but will be individually evaluated against the National Park Development Plan (1999).
4. Additions to existing sporadic or isolated development, or extensions to ribbon development along highways and ridges will be discouraged within the National Park as this development generally degrades the landscape and visual quality of the National Park.
5. No new development will be permitted on the seaward side of the Ermy Bourne Highway or on the ridges/knife-slopes of slopes in the National Park.



➤ View from Coach Hill, St. John

6. The scale, siting and design of all new development within the National Park should be in keeping with its surroundings, respect existing settlement and building patterns, and not detract from the character and quality of the five identified National Park landscapes: The St Lucy Coastal Cliffs, The Savannahs, Chalky Mount, The Scotland Basin, and Hackleton's Cliff.
7. Development in proximity to Natural Heritage Conservation Areas or cultural heritage assets must be in accordance with the policies of Section 4.3 OS2 Natural Heritage Conservation Areas and 2.2.5 Cultural Heritage. Development which will have a significant negative impact on Natural Heritage Conservation Areas or cultural heritage assets will not be permitted unless it can be demonstrated that the proposal is of overriding national need and no alternative sites are available. A full analysis of this need and any possible mitigating features or actions must be prepared for consideration by the Director of Planning and Development prior to approval of such developments.
8. On a regular basis, a review should be undertaken of outstanding planning approvals related to unrealised projects to assess their potential impact on the National Park and to identify ways in which this might be mitigated or avoided. In particular, consideration should be given to the opportunities that may be available to renegotiate or amend existing planning approvals so that they conform more closely to the policies of the National Park contained within the Physical Development Plan Amended (2023) and the guidelines in the National Park Development Plan (1999).
9. Conceptual development strategies for key tourist and other attractions in the National Park are set out in Section B of the National Park Development Plan (1999). These strategies provide a guideline for assessing new development proposals in these areas. New National Attractions based on eco-tourism, permaculture, coastal landscape remediation and environmental education are possible within the National Park subject to compliance with the National Park Development Plan (1999) and the Physical Development Plan Amended (2023).
10. Community Plans for the National Park Villages of Belleplaine and Bathsheba are located in Part B of the PDP Amended (2023) and are also incorporated into Section B of the National Park Development Plan (1999) in their original form. The Community Plans establish a coordinated framework for improving the physical amenity of these two National Park Villages, and strengthen the potential for appropriately-scaled economic and tourism development and environmental improvement.

4.2.2 Food and Agriculture Areas in the National Park

Agriculture was formerly the predominant land use in the National Park. Over time, the focus has changed from plantation-scale activity towards grazing and vegetable and fruit production. Agriculture is a permitted land use in the National Park with the intention of:

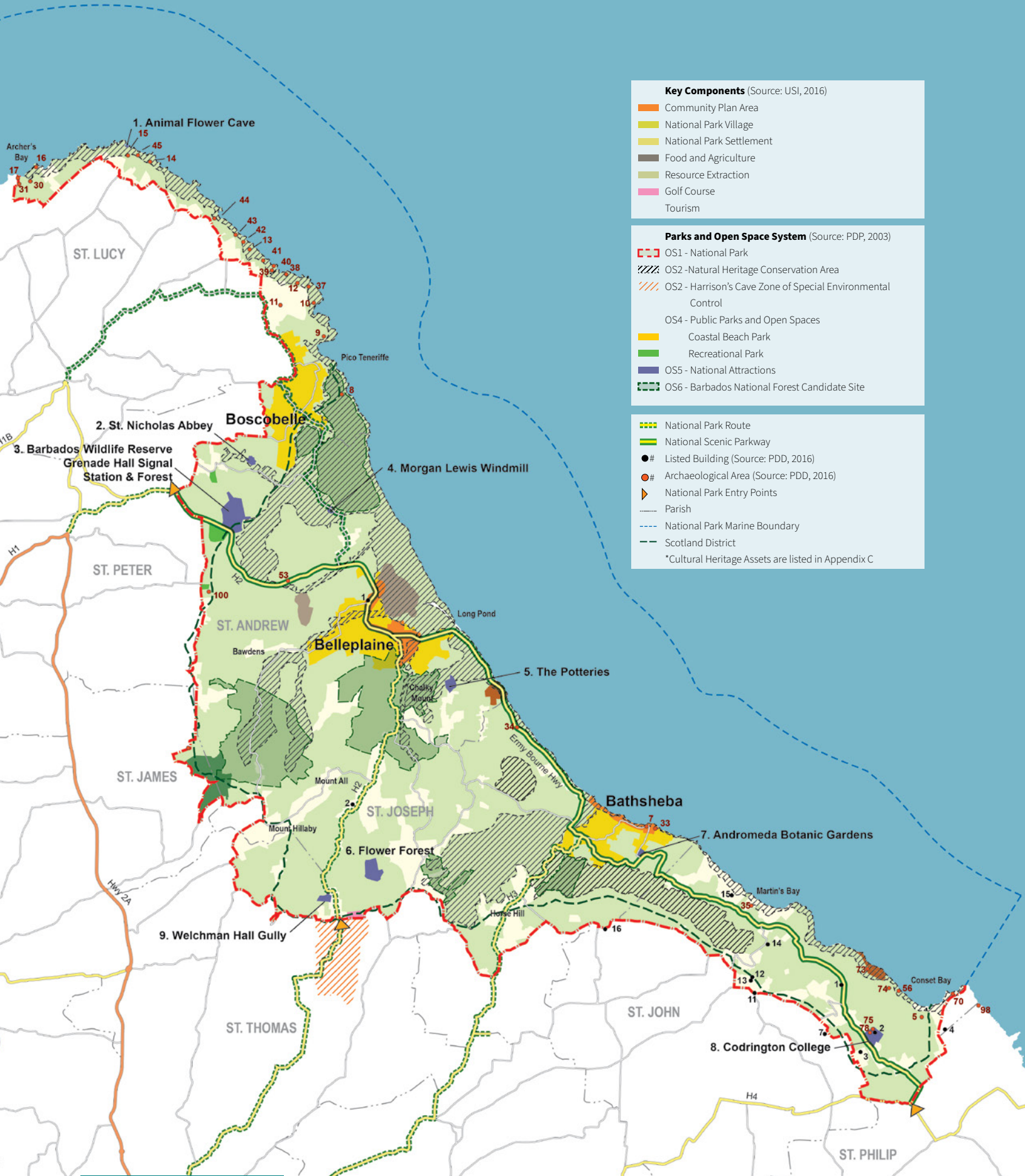
- Preserving the existing agricultural land base for food and agricultural production, open space, reforestation or passive recreational uses;
- Encouraging the adoption of more environmentally sustainable forms of agriculture and organic farming and food production; and
- Ensuring that new agricultural buildings are compatible with the visual and landscape objectives of the National Park.

The Food and Agriculture policies of Section 2.2.1 and 3.1 of the national policies apply within the National Park. In addition, the following National Park specific policies apply to promote environmentally sensitive and sustainable farming practices and development control.

1. Sustainable grazing practices will be followed in proximity to key and supporting components of the Natural Heritage System and around watercourses.
2. Sustainable management practices will be used for woodland and scrub vegetation where those features might contribute to larger reforestation linkages.
3. Agricultural practices that promote soil conservation will be encouraged. The Director of Planning and Development, in consultation with the Division of Energy, Natural Resources Department, Ministry of Environment and National Beautification and Ministry of Agriculture, Food and Nutritional Security, will review applications for new agricultural development proposals to ensure that they do not have an adverse impact on the landscape of the National Park, and that their scale, siting and design complements the natural landscape values of the National Park.
4. Conservation schemes will be promoted for farmers practicing sustainable agriculture in the National Park.



➤ Agricultural area, Boscobelle, St. Peter



Key Components (Source: USI, 2016)

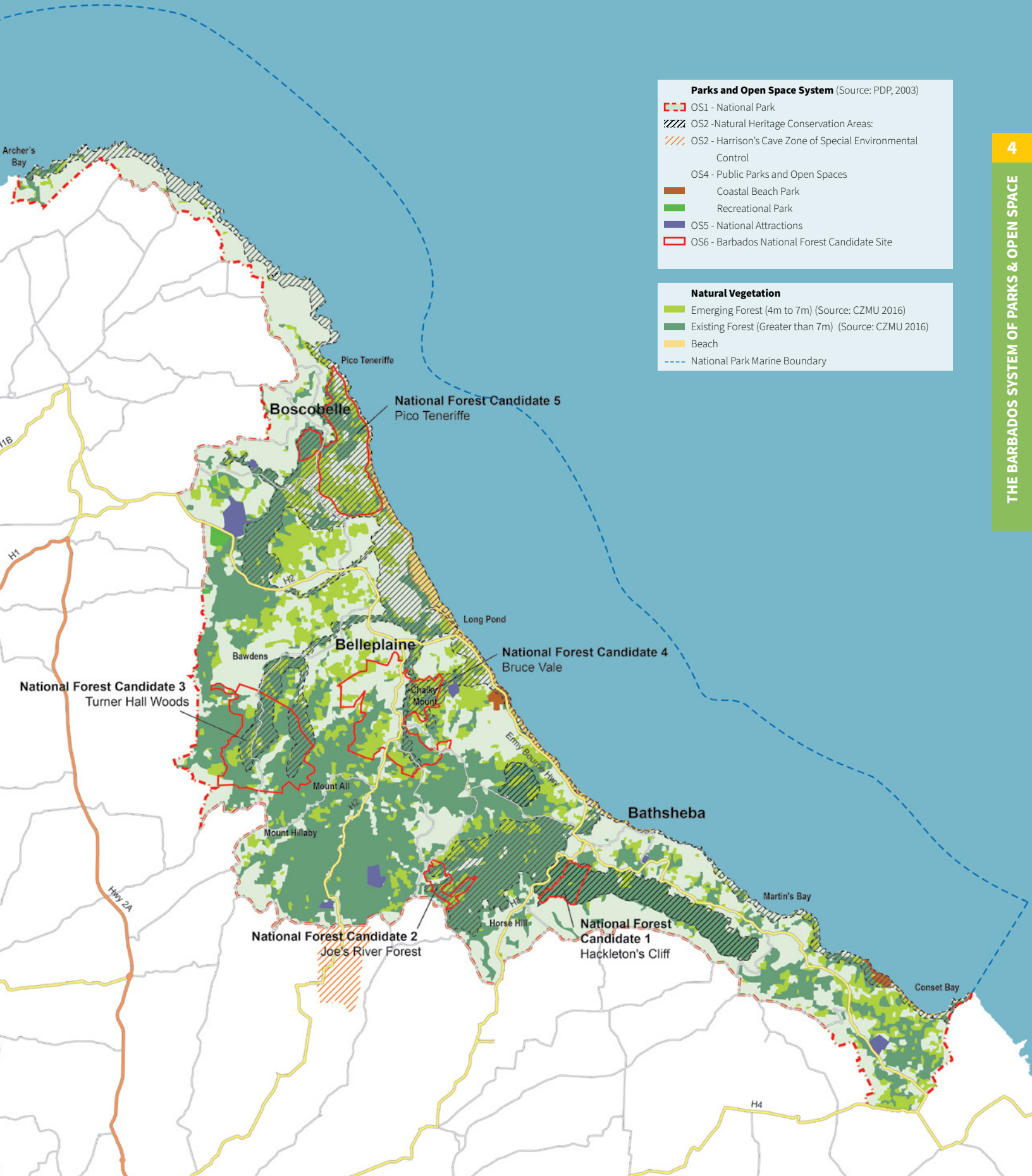
- Community Plan Area
- National Park Village
- National Park Settlement
- Food and Agriculture
- Resource Extraction
- Golf Course
- Tourism

Parks and Open Space System (Source: PDP, 2003)

- OS1 - National Park
- OS2 - Natural Heritage Conservation Area
- OS2 - Harrison's Cave Zone of Special Environmental Control
- OS4 - Public Parks and Open Spaces
- Coastal Beach Park
- Recreational Park
- OS5 - National Attractions
- OS6 - Barbados National Forest Candidate Site

- National Park Route
- National Scenic Parkway
- Listed Building (Source: PDD, 2016)
- Archaeological Area (Source: PDD, 2016)
- National Park Entry Points
- Parish
- National Park Marine Boundary
- Scotland District
- *Cultural Heritage Assets are listed in Appendix C

MAP 16:
National Park Land Use



Parks and Open Space System (Source: PDP, 2003)

- OS1 - National Park
- OS2 - Natural Heritage Conservation Areas:
 - OS2 - Harrison's Cave Zone of Special Environmental Control
- OS4 - Public Parks and Open Spaces
 - Coastal Beach Park
 - Recreational Park
- OS5 - National Attractions
- OS6 - Barbados National Forest Candidate Site

Natural Vegetation

- Emerging Forest (4m to 7m) (Source: CZMU 2016)
- Existing Forest (Greater than 7m) (Source: CZMU 2016)
- Beach
- National Park Marine Boundary

MAP 17:
National Park Natural Vegetation

4.2.3 Forest Areas in the National Park

The purpose of this designation is to identify forested areas within the National Park in order to:

- Encourage a high degree of preservation for existing forests due to their role as high quality wildlife habitat or due to the rare or indigenous mix of vegetation;
- Encourage the development of emerging forests; and
- Restrict new development and building in forested areas of the National Park.

The National Park forests are divided into three categories which are identified on Map 17:

- OS6 - Barbados National Forest Candidate Site
- Existing Forest (Vegetation greater than 7m)
- Emerging Forest (Vegetation 4m to 7m)

The Enforcement of Trees (Preservation) Act Cap. 397 and the Cultivation of Trees Act Cap 390 provide the legislative

framework to manage trees in the Forest Areas in the National Park. There was a measurable increase in forest and tree cover within the National Park between 1998 and 2017 which has contributed greatly to the overall quality of the landscape.

The Barbados National Forest Candidate Sites are outlined in the National Park Development Plan (1999) and described here as an overlay designation. Land use policies for the National Forest Candidate Sites are described in Section 4.7 OS6 National Forest Candidate Sites.

The following policies apply to Forest Areas within the National Park.

- 1.** Conservation and forestry, open space and agricultural uses such as tree farms, nurseries and orchards will be encouraged.
- 2.** Cattle grazing will be discouraged.
- 3.** Forest clearing and removal must be approved by the Director of Planning and Development which may include a mitigation or replacement obligation.



> View towards Belleplaine from Cherry Tree Hill, St. Andrew



> The Risk, within Boscobelle National Park Village, St. Peter

4.2.4 National Park Villages

The three National Park Villages of Boscobelle, Belleplaine and Bathsheba are identified on Map 16. The National Park Villages are intended to be locations for limited growth and sustainable economic activities, compatible with the landscape qualities of the National Park. More detailed policies for Belleplaine and Bathsheba are provided in the community plans in Part B of the Physical Development Plan Amended (2023).

In addition to the policies of Section 3.3 Predominantly Residential, the following policies apply to the National Park Villages.

1. New housing, offices, stores, restaurants and cafes, craft workshops, small and medium scaled tourist accommodations and industries proposed within the National Park will be directed to the National Park Villages.
2. Development proposals which would require a significant expansion to the boundaries designated in the Physical Development Plan Amended (2023) will not be permitted.
3. Proposals requiring minor extensions to National Park Villages may be permitted, provided they comply with the criteria in Section 2.1 Promoting Sustainable Development and policies of the National Park Development Plan (1999).
4. Large scale hotel or resort developments will not be permitted within National Park Villages.
5. Development proposals within National Park Villages which, in the opinion of the Soil Conservation Unit are located on sites susceptible to erosion or landslip will not be permitted.



> Springfield, St. Joseph

4.2.5 National Park Settlements

Small rural villages and settlements in the National Park have been designated as National Park Settlements. Most of these communities have been developed for many years and represent a traditional settlement pattern in the Scotland District. There may be opportunities for some of these settlements to accommodate limited infill development. However, development located on or adjacent to the knife ridges and on unstable slopes present a potential danger to residents. As a result, they are not suitable for additional development and residents may require relocation.

In addition to the policies of Section 3.2 Rural Settlements, the following policies apply within the National Park.

1. No new development will be permitted in National Park Settlements which, in the opinion of the Officer-in-charge of the Soil Conservation Unit and/or the Natural Heritage Department are located on sites susceptible to erosion or landslip,
2. The conversion of houses from temporary to permanent structures will be discouraged on sites susceptible to erosion or landslip.
3. In areas that are susceptible to erosion or landslip, special wastewater and stormwater disposal systems will be put in place, which will not contribute to the quantity of groundwater or surface runoff.



> Atlantis Hotel, Tent Bay, St. Joseph

4.2.6 Sanitary Landfill

The Greenland landfill located in the National Park has not opened. The National Park Development Plan (1999) does not anticipate the opening of this facility as a landfill, or the construction of new sanitary landfill sites within the National Park. The following policies apply.

1. Any applications for new landfill sites or expansions to existing sites in the National Park will not be permitted.

4.2.7 Resource Extraction

The policies of Section 3.11 Resource Extraction apply within the National Park.

4.2.8 Tourism

In addition to the policies of Section 3.6 Tourism, the following policies apply within the National Park.

1. Notwithstanding the policies of Section 3.6, large scale hotel or resort developments will not be permitted within the National Park.

4.2.9 Golf Course

In addition to the policies of Section 3.13 Golf Courses, the following policies apply within the National Park.

1. Notwithstanding the policies of Section 3.13, new buildings will not be permitted in the golf courses designation in the National Park.
2. No new golf courses will be permitted within the National Park.

4.2.10 Coastal Zone Management

The marine portion of the National Park is designated by the Coastal Zone Management Unit and is a part of the IUCN Category 5 Protected Landscape/Seascape. Future uses and activities in this area will be subject to the policies and recommendations of the Integrated Coastal Management Plan (2020), and will be administered by the Coastal Zone Management Unit. Policies related to Coastal Zone Management are located in Section 2.2.2 Natural Heritage System.

➔ 4.3

OS2 - Natural Heritage Conservation Areas

The Natural Heritage Conservation Areas designation applies to sensitive or unique ecosystems, both within and outside of the National Park, which require protection from development and intensive recreational development. The Natural Heritage Conservation Areas designation is divided into two categories: Natural Heritage Conservation Areas - Land and Natural Heritage Conservation Areas - Marine.

4.3.1 Natural Heritage Conservation Areas - Land

Eight Natural Heritage Conservation Areas (NHCA) - Land have been designated throughout Barbados, as follows.

Graeme Hall Swamp and Beach

This NHCA comprises a single continuous ecosystem that links together a range of habitats comprising an area of open brackish water that is surrounded by mangrove

swamp, woodland and wetlands and is connected via an outfall channel to a sandy beach with a reef system offshore (see related description of the Graeme Hall NHCA - Marine) . The swamp is an example of the type of wetland habitat that once occurred at several locations along the leeward coasts of Barbados from Holetown to Chancery Lane but which has since all but disappeared through drainage for agriculture and building development. The Graeme Hall Swamp supports a unique and very diverse range of flora and fauna.

Chancery Lane Swamp

This NHCA is described in Section 4.3.2.



➤ Graeme Hall Swamp



> Drill Hall Beach

Harrison's Cave Zone of Special Environmental Control

This NHCA is described in Section 4.3.3.

Welchman Hall Gully

Welchman Hall Gully was formed by the cracking of the coral limestone cap that covers the majority of the island. It is over a mile in length with steep cliff faces rising to over seventy feet in height. The luxuriant tropical vegetation includes both indigenous species and exotic introductions which combine to create an area of considerable natural heritage interest. The steep cliffs, caves and stalactites are also of significant geological importance. Welchman Hall Gully supports a very diverse range of flora and fauna.

Jack in the Box Gully

Jack in the Box Gully is connected to Welchman Hall Gully and forms part of the same watercourse which eventually becomes the Constitution River and empties into the Careenage in Bridgetown. Like Welchman Hall Gully, it was formed by the cracking of the coral limestone cap. Unlike Welchman Hall Gully, the vegetation of Jack in the Box Gully is almost completely natural and it supports a diverse range of native species and habitat areas.

Drill Hall Beach

The area of beach between the Richard Haynes boardwalk and Needham's Point enjoys characteristics that are unusual on the developed south and west coasts of Barbados. The beach is largely unobstructed, wide, dark and well-vegetated, providing ideal nesting and hatching conditions for the hawksbill sea turtle, a critically endangered species on the IUCN Red List. It is home to 300 nesting hawksbills, representing approximately 25% of the total hawksbill nesting population of Barbados. The beach has regional significance, given that most other Antillean islands have less than 100 nesting turtles on all their beaches combined, with no other island having more nesting hawksbills than Barbados. The natural character of the beach also provides potential to sustain a nesting habitat in the face of likely shoreline adjustment to changing sea level.

The OS2 Natural Heritage Conservation Area designation will protect this natural beach environment and critically endangered species, which have been enjoyed by generations of Barbadians and visitors, and will formalise existing functional beach management arrangements for turtle management that exist between NCC, CZMU, PDD, and the hotels, condominiums and homeowners.

Heywoods Mangrove Swamp and Sand Street Beach

This NHCA encompasses a small, spring-fed mangrove swamp at the north end of Speightstown and the beach on the seaward side of the adjacent street. The Heywoods Mangrove Swamp hosts white mangrove, manchineel, fustic, clammy cherry trees, and several bird and crab species. It's proximity to other Amerindian sites suggests that it may also have been used by Amerindians and may be an important archaeological site.

At night, the Sand Street Beach is used by hawksbill sea turtles for nesting, with over 100 nesting activities recorded in 2015. The beach is so narrow that most turtles reach the road before finding a suitable place to dig, and some are killed by vehicles or trapped in the drain on the landward side of the road. Hatchlings are frequently drawn away from the beach and onto the road, attracted by the street lights on the other side. The purpose of this OS2 Natural Heritage Conservation Area designation is to allow the restoration of the beach and wetland to promote stormwater management, biodiversity, and particularly the protection of hawksbill sea turtles.

Natural Heritage Conservation Area within the National Park

This National Park Natural Heritage Conservation Area is intended to protect the interlinked ecosystem that stretches from Archers Bay in the north to Conset Point in the south and encompasses many specific sites of ecological or geological importance. This includes:

- All of the coastal beaches, dunes and cliffs, including Morgan Lewis and Walkers Beach and St. Lucy Cliffs;
- Hackleton's Cliff and Woods, Turners Hall Woods, Cattlewash Woods, Joe's River Forest, Boscobelle Woods;
- Long Pond and Green Pond;
- The Green River, Joe's River, Bruce Vale River systems;
- The Savannahs complex; and
- Chalky Mount.

The importance of the Natural Heritage Conservation Area lies not only in the specific features of interest displayed by each of these sites but also in the fact that they represent a single linked ecosystem whose complexity and diversity underpins the landscape qualities that have led to the designation of the National Park.

The following policies apply to OS2 – Natural Conservation Areas - Land:

- 1.** Permitted uses in Natural Heritage Conservation Areas - Land designation are:
 - a) Conservation and associated uses related to forestry, natural regeneration, soil stabilisation, and habitat enhancement;
 - b) Private and public open space;
 - c) Environmentally sustainable agriculture and related dwellings and structures;
 - d) Environmental interpretive facilities, visitor centres and related facilities such as restaurants, gift shops and parking areas; and
 - e) Small-scale tourism development.



> Long Pond, St. Andrew

2. Landfills are not permitted within Natural Heritage Conservation Areas.
3. Management of Natural Heritage Conservation Areas - Land will be the responsibility of the Director, Natural Heritage Department.
4. An Environmental Impact Assessment will be required for applications within Natural Heritage Conservation Areas – Land.
5. An application will only be considered for approval if the Environmental Impact Assessment demonstrates that the proposal will have no net negative impacts on the environmental or landscape qualities of the Natural Heritage Conservation Area, or that expected impacts can be adequately mitigated by appropriate site design or other means.
6. In cases where a proposal may negatively impact the environmental or landscape qualities of a Natural Heritage Conservation Area, approval will be granted only if the proposal is of overriding national need and no alternative site is available outside of the Natural Heritage Conservation Area. The potential to provide replacement habitats or features (either on or off-site) will be considered and incorporated into the final development plan approval.
7. Minor expansions to existing buildings may be permitted provided that they do not detract from the landscape character of the surrounding area and are not located in areas subject to soil slippage or other natural hazards. Minor extensions to existing buildings will not be subject to an Environmental Impact Assessment.
8. Informal recreation will be encouraged in Natural Heritage Conservation Areas provided that it is of a sustainable nature and does not conflict with the overriding objective of conserving and enhancing the special qualities of the area. In this regard, a network of well designed, managed and signed trails should be established to provide access routes through Natural Heritage Conservation Areas for walkers, cyclists and horseback riders.
9. Organic and sustainable farming practices will be promoted through fiscal incentives and other policies of the Ministry of Agriculture, Food and Nutritional Security, with particular emphasis on soil erosion control, grazing practices and the management of woodland and scrub. Generally, the minimum lot size for agricultural uses is 10 hectares.
10. New Natural Heritage Conservation Areas may be established for the protection of significant ecosystems, such as remnant forests, wetlands, dunes, cave systems and marine features.

4.3.2 Chancery Lane Natural Heritage Conservation Area

The Chancery Lane ecosystem is situated on the south coast, south of Grantley Adams International Airport. It takes its name from the residential community located immediately above the open wetland plain. The Chancery Lane ecosystem comprises a dual escarpment, wetland, dunes and beach complex. It encompasses a wide range of natural habitats including open pools of water which change on a seasonal basis, a wet meadow marsh that is attractive to birds, and extensive beach and vegetated back berm (known locally as Long Beach), and an inland coral limestone cliff covered with trees and shrubs. This ecosystem is of national significance in Barbados as one of two landscapes, the other being Graeme Hall Swamp, that exhibit the diversity of a coastal wetland in a relatively undeveloped state. It has importance as a bird and sea turtle nesting area and is important as a recreational and educational resource as well as a location of archaeological resources.

The unique physical condition of this site has left intact one of the most significant shoreline natural dune and beach systems on the island. The significant sand berm on the back beach and the associated dune system behind are relatively rare on the island.

In addition to the general policies for Natural Heritage Conservation Areas – Land, the following policies apply.

1. To the extent possible, this complex should not be modified in any form to allow for buildings or infrastructure. Pedestrian access across the berm should be structured on boardwalks elevated above the sand and vegetation complex.
2. A sizable setback to the berm complex and dunes will be required, to be determined by the Director of Planning and Development in consultation with the Director, Natural Heritage Department and Director, Coastal Zone Management Unit. Setbacks will vary depending upon specific characteristics, however a 30 m setback should be considered suitable until detailed studies demonstrate otherwise.



> Chancery Lane, Christ Church

3. Any artificial lighting introduced to the shoreline must take into account the requirement to mitigate for wildlife and sea turtle habitat at the beach and berm/dune system and limit over light going onto this zone.
4. Some of the land in this ecosystem received outline approval for development before the expressed understanding of the ecological and cultural value of this site as outlined in the Physical Development Plan Amended (2003). Such development should not be considered a precedent for further development applications.
5. Limited development may be considered in the western portion of the NHCA on the condition that it involves the retention and enhancement of the wetlands, grass areas, beach berm and beach.
 - a) An Environmental Impact Assessment will be required as part of any development proposal.
6. Due to the unique nature of this area, the review of any planning applications within, adjacent to and in proximity to the Natural Heritage Conservation Area will assess their potential cumulative impacts on the natural heritage interest of the site.
 - a) Special attention will be given to site planning issues such as appropriate development densities, lighting, separation distances between developments and important natural heritage features, shoreline setbacks, treatment and disposal of stormwater runoff, treatment and disposal of wastewater, preservation and enhancement of natural vegetation, habitat for terrestrial and aquatic species and birds, beach berms and shoreline conditions. Recommendations relating to these issues may be incorporated into the conditions of approval for the developments.

4.3.3 Harrison's Cave Zone of Special Environmental Control

The Harrison's Cave Zone of Special Environmental Control is one of the most studied areas in Barbados. It is characterised by wooded areas, caves/karst systems, rolling agricultural land and significant residential and farming communities. Cole's Cave and Harrison's Cave are two well-known cave systems which possess a hydrological connection. Three gully systems adjacent to Harrison's Cave - Harris Gully, Welchman Hall Gully and Jack-in-the-Box Gully - provide relatively undisturbed linear corridors of wooded habitats. The intent of the Zone of Special Environmental Control is to control domestic waste discharge.

The following policies apply to the Harrison's Cave Zone of Special Environmental Control.

1. There will be no new development within the restricted area unless it is associated with the Harrison Cave.
2. There will be no change of use.
3. There will be no subdivision of land.
4. Improvements to existing buildings will be allowed subject to the special conditions for sewage disposal now enforced in Groundwater Protection Zone A, as described in Section 2.2.3 Water.
5. There will be no increase in the capacity of any building. For example, a single family house cannot be upgraded to a two family unit.
6. The Government may consider negotiation of a lease or agreement with the landowner of Coles Cave to ensure its protection.

4.3.4 Natural Heritage Conservation Areas - Marine

Barbados' near-shore marine ecosystem is one of its most important natural resources and provides the major tourist and recreational attraction for the island. Activities within and impacting upon the near-shore marine ecosystem need to be carefully managed as they can result in damage to habitats and a reduction in species abundance. These issues are addressed comprehensively in the Coastal Zone Management Plan. The Natural Heritage Conservation Areas - Marine that are identified on Map 15 are areas that have unique natural heritage or recreational value, as follows.

Graeme Hall Seagrass Bed and Reef Ecosystem

This NHCA encompasses the marine component of the Graeme Hall Swamp ecosystem. The combined land and marine components encompass an extensive inland wetland, a large beach area, seagrass, and an offshore reef complex. The fact that the swamp is linked to an important marine ecosystem serves to reinforce the conservation value of this site. The freshwater/brackish Graeme Hall Wetland provides important ecological functions including the presence of important mangrove communities. Opportunities exist to sustain and enhance this freshwater system and its relationship with the nearshore environment.

Carlisle Bay Marine Management Area

This NHCA encompasses a relatively small rectangular area of the bay off the southern part of the Esplanade. Records indicate that it has more than 350 different species of tropical marine flora and fauna occurring in scattered coral reefs, shipwrecks and seagrass beds. Three of the four shipwrecks have been there for several years and support a wide range of corals, fish, crustaceans and other types of marine life. The purpose of the OS2 Natural Heritage Conservation Area - Marine designation is to ensure that diving activity does not exceed the carrying capacity of the site.

Rockley Breakwater

The offshore breakwater at Rockley was constructed to reduce wave energy and has been successful in stabilising the beach. The breakwater and the associated seagrass beds also provide a habitat for a large variety of fish which, in turn, are leading to an increase in snorkelling, diving and other recreational activities.

Rockley to Carlisle Bay (potential)

Expansion to the Carlisle Bay Marine Management Area and Rockley Breakwater Natural Heritage Conservation Areas to encompass the entire marine area from Rockley to Carlisle Bay is being considered by the Coastal Zone Management unit.

Folkestone Marine Reserve

The Folkestone Marine Reserve was designated in 1981. The Marine Reserve extends to about one kilometre from the shore over a distance of approximately three kilometres between Folkestone and Sandy Lane. It has been divided into four zones with the intention of facilitating a multiple use system while at the same time protecting the coral reefs. These zones comprise (from north to south) a "Scientific Zone", "Northern Water Sports Zone", "Recreational Zone" and "Southern Water Sports Zone". The quality of the reefs within the Folkestone Marine Reserve has seriously declined in recent decades, primarily as a result of sewage pollution and, to a lesser degree, increased sediment deposition from surface water runoff. The Bellairs Research Institute monitors reef quality and has experimented with using the site as a demonstration of habitat recovery, including possible coral reef transplantation.

The Folkestone Marine Reserve is being considered by the Coastal Zone Management Unit for expansion to Fitts Village in the south and Weston in the North.

Kitridge to Crane Bay

This Natural Heritage Conservation Area - Marine protects a major source of sediment supply for southeast coast.

Conset Point

This Natural Heritage Conservation Area protects seagrass in the area of Conset Point.

Salt Cave Point to Conset Bay and Archers Bay to Maycock's Bay (potential)

This potential Natural Heritage Conservation Area - Marine mirrors the OS3 - Coastal Landscape Protection Zone on the southeast, east and northwest coasts, extending out to the bank reef to promote seascape protection. The nearshore environment in these areas is to maintain its rustic and high energy character consistent with the corresponding landscape. Changing the characteristics of the seascape by calming the water through engineered breakwaters is not appropriate in this area.

The following policies apply to OS2 – Natural Conservation Areas - Marine.

1. Management of uses and activities in the Natural Heritage Conservation Areas - Marine designation is the responsibility of Director of the Coastal Zone Management Unit.
2. Management and operational guidelines for marine conservation in the Integrated Coastal Management Plan (2020).
3. The Coastal Zone Management Unit may consider the possible designation of additional Marine Natural Heritage Conservation Areas.



> Folkestone Marine Reserve



> Carlisle Bay (Source: topnotchdrone.com)

➔ 4.4

OS3 - Coastal Landscape Protection Zone

Two Coastal Landscape Protection Zones are shown on Map 15: Barbados System of Parks and Open Space. The Coastal Landscape Protection Zones extend from Salt Cave Point to Conset Bay (along the south east and east coasts) and from Archers Bay to Maycock's Bay (along the north west coast). The inland boundary corresponds to the setback line set out in the Integrated Coastal Management Plan for the Atlantic Coasts of Barbados.

These areas contain significant habitat and contribute to the appearance and function of the coastal areas of Barbados. The St. Lucy section is relatively undeveloped and is characterised by the undercliff woods below a flat plane. The St. Philip and Christ Church sections have a similar cliff profile but are characterised by more intensive development in some areas.



➤ Crane Beach, within the Coastal Landscape Protection Zone, St. Philip

The purpose of this designation is to:

- Locate new development away from erosion prone coastal cliff areas;
- Safeguard new development inland from this zone from the impacts of salt, wind and extreme storm events;
- Safeguard the remaining sections of relatively undeveloped coastline outside the National Park that possess distinctive and attractive natural qualities valuable to the island and the adjacent communities; and
- Offer opportunities for informal recreation and public access.

The following policies apply within OS3 Coastal Landscape Protection Zone.

4. All new development will be set back a minimum of 10 metres from the cliff edge. Additional setbacks may be required based on geotechnical surveys or by the Coastal Zone Management Unit and the Planning and Development Department in areas of significant coastal erosion, or in areas with rare or important existing landscape, habitat or vegetation features which in the opinion of these agencies should be preserved. These areas are indicated on the Integrated Coastal Management Plan for the Atlantic Coasts of Barbados.
5. Landowners will be required to preserve existing coastal vegetation in this zone, and in consultation with the Coastal Zone Management Unit will also be encouraged to enhance existing coastal vegetation buffers along coastal cliffs or adjacent to existing coastal vegetation. The use of indigenous vegetation will be encouraged and sometimes required.
6. Additional policies relating to the Coastal Landscape Protection Zone are set out in the Integrated Coastal Management Plan for the Atlantic Coasts of Barbados (2020) and in the document Integrated Coastal Management - The Barbados Policy Framework.
7. The Government will consider purchasing a 10 metre wide strip on the seaward side of both Coastal Landscape Protection Zones.

➔ 4.5

OS4 - Public Parks and Open Spaces

This designation includes both public and privately owned sites that are intended to serve a variety of recreation purposes. Several types of open space areas are incorporated in this designation:

- Historic Urban Parks;
- Coastal/Beach Parks;
- Recreational Parks; and
- Community Mini Parks.

4.5.1 Overarching Policies

The purpose of this designation is to:

- Recognise existing public parks and open spaces and ensure that new development within these parks is compatible with their current recreation and open space functions;
- Establish standards to encourage the provision of adequate community parks in developing residential areas; and
- Recognise historic urban open spaces and ensure that new development enhances their heritage characteristics.

The following policies apply.

- 1.** Permitted uses in areas designated OS4 Public Parks and Open Spaces are:
 - a) Active and passive recreational uses;
 - b) Community and recreation centres;
 - c) Conservation uses and beach access in coastal areas;
 - d) Community services, limited government offices and institutional uses are also permitted on larger sites.

4.5.2 Historic Urban Parks

Five historic urban parks have been designated on Map 15: The Garrison Savannah, Queen's Park, Jubilee Gardens, Independence Square, and National Heroes Square. All of these historic urban parks are located within the UNESCO World Heritage site and World Heritage Cultural Conservation Area. The following policies apply to Historic Urban Parks.

- 1.** The provisions and policies of the UNESCO World Heritage Site Management Plan will prevail within Historic Bridgetown and Its Garrison.
- 2.** New recreational or open space development should be complementary to the heritage character of surrounding buildings and the traditional role and function of the park.
- 3.** New structures, buildings and extensions or renovations to existing buildings will be designed to complement the overall heritage character of the park and surrounding heritage structures.
- 4.** Public infrastructure improvements such as roads, sewers, parking facilities, street lighting and sidewalks proposed within or adjacent to these parks will be carefully designed to be compatible with the heritage character of the parks. In particular, new infrastructure should be designed to preserve existing mature trees and historic landscapes, should be located to minimise any reductions to the open space area, and should complement existing heritage buildings located in the park.
- 5.** The Government will make every effort to preserve and upgrade existing cultural heritage assets and landscapes within these parks.
- 6.** Mature trees will be preserved unless they need to be replaced due to disease or for public safety reasons.

4.5.3 Coastal/Beach Parks

Barbados has a variety of Coastal/Beach Parks, as shown on Map 15: Barbados System of Parks and Open Space. In addition, two new Coastal/Beach Parks are proposed: one at Ragged Point and a second one at Harrison's Point Lighthouse. Coastal/Beach Parks are essential elements in the National Parks and Open Space System; providing beach access, recreation opportunities and visual access to the sea for both visitors and residents. Coastal/Beach Parks represent important infrastructure supporting healthy communities.

Coastal/Beach Parks will be subject to the following policies.

1. The Government, through the Coastal Zone Management Unit and the National Conservation Commission, will explore options to protect Coastal/Beach Parks from the impacts of the climate crisis, including by implementing coastal protection and coastal erosion mitigation measures such as hard and soft coastal protection and land reclamation.
2. The management of Coastal/Beach Parks will be undertaken in accordance with the Beach Management, Recreation and Safety policies of the Integrated Coastal Management Plan (2020).
3. Pedestrians should be provided separate access routes, which provide safe, direct access between the beach and adjacent roads and parking areas.
4. Complementary uses such as restaurants, food stands, facilities for water sport equipment rental, children's play areas and interpretive centres will be permitted.
5. Parking lots and vehicular access points will be designed in a safe and attractive manner. Parking areas should be covered in a suitable surface, and should be well-lit and attractively landscaped.
6. Coastal/Beach Parks will be designed to enhance views to the sea from adjacent public roads.
7. The Government will continue to accord a high priority to the renovation of entrances, parking areas, pedestrian access and landscaping at Coastal/Beach Parks.



> Brandon's Beach , St. Michael



> Speightstown Playing Field, St. Peter

4.5.4 Recreational Parks

Recreational Parks are located in both urban and rural areas and are intended to accommodate a wide variety of active and passive recreational activities. They are of a smaller scale than facilities designated under the Major Recreational land use designation, which typically draw visitors from across the island and/or accommodate large numbers of spectators.

Recreational Parks are an important piece of addressing the problem of chronic non-communicable diseases in Barbados, as they provide designated spaces for physical activity. In rural areas, these parks are typically oriented toward more passive outdoor recreational activities such as picnics and walking. In residential areas there are numerous Neighbourhood Recreational Parks, which are small open space areas which serve local recreational needs. The Director of Planning and Development also requires developers of new subdivisions to set aside a

portion of the land for usable open space which is owned by the residents of the development. Some Recreational Parks are shown on Map 15: Barbados System of Parks and Open Space, however many Neighbourhood Recreational Parks designated as part of residential development are not mapped.

Neighbourhood Recreational Parks will be subject to the following policies.

1. New Neighbourhood Recreational Parks will be located in areas which are readily accessible to area residents, ideally on corner lots to ensure high visibility from roads, increase walkability and surrounding residences.
2. Neighbourhood Recreational Parks will contain facilities and amenities that are appropriate to the needs of the local population. This may include seating areas, children's play equipment, and active and passive play space.

3. The integration of Neighbourhood Recreational Parks with other community facilities such as elementary schools or community centres will be encouraged.
4. Generally, Neighbourhood Recreational Parks will range in size between 0.25 and 2 hectares.
5. Neighbourhood Recreational Parks will be established as part of the subdivision approval process, at the rate of 17 square metres per residential lot.
6. Neighbourhood Recreational Parks are generally owned in common by the residents of the development. They are frequently left vacant or are poorly maintained. In order to ensure that Neighbourhood Recreational Parks are maintained so as to facilitate active and passive recreation and healthy communities, the following strategies will be considered:
 - a) The Government will consider requiring that new Neighbourhood Recreational Parks are conveyed to the Government as part of the subdivision approval process.
 - b) The National Conservation Commission (NCC) will be encouraged to consider expanding their operations to include responsibility for the maintenance of Neighbourhood Recreational Parks.
 - c) Local communities will be encouraged to use their resources to assist in the upkeep of Neighbourhood Recreational Parks through informal neighbourhood cooperation or through such programs as the NCC's Adopt-a-Park.

4.5.5 Community Mini-Parks

Community Mini-Parks have been created as part of a Government-sponsored neighbourhood improvement programme. Frequently located on privately-owned sites, these parks have been upgraded and are maintained by local residents. Community Mini-Parks have not been mapped.



➤ Community Mini-Park, Bakers Woods, St. Peter



➤ Codrington College, St. John

➤ 4.6

OS5 - National Attractions

The National Attractions shown on Map 15: Barbados System of Parks and Open Space offer some of the finest created landscapes and cultural interpretation features on the island.

The purpose of this designation is to indicate the location of the National Attractions, about which further detail and proposed development strategies can be found in the National Park Development Plan (1999).

The National Attractions are:

- Animal Flower Cave
- St. Nicholas Abbey
- Barbados Wildlife Reserve Grenade Hall Signal Station & Forest
- Morgan Lewis Windmill
- The Potteries
- Flower Forest
- Andromeda Botanic Gardens
- Codrington College

- Welchman Hall Gully
- Harrison's Cave
- Jack in the Box Gully
- Four Square Factory
- Graeme Hall Swamp, Beach, Seagrass Bed & Reef Ecosystem
- Walkers Restoration Potential National Attraction

The following policies apply to National Attractions:

1. The National Attractions will be promoted as part of Barbados' strategy to build a sustainable tourism industry as part of the green economy.
2. Additional National Attractions will be considered to recognise new attractions that have national significance.
3. Following its decommissioning as a sand mine and restoration, Walkers Reserve will be considered as a potential National Attraction.



> Pico Tenerife National Forest Candidate Site, St. Andrew

4.7

OS6 - Barbados National Forest Candidate Sites

National Forest Candidate Sites are identified on Maps 16 and 17. The National Forest Candidate Sites were evaluated for their potential as National Forests in the 1999 National Park Development Plan. They should continue to be preserved, with the intention of ensuring these sites become the core areas of a re-forested National Park.

The National Forest Candidate Sites within the National Park are:

- Hackleton's Cliff Woods
- Joes River Forest
- Turners Hall Woods
- Bruce Vale
- Pico Teneriffe

Lands that are designated under this overlay will be subject to the policies of their underlying land use designation. In addition, National Forest Candidate Sites are subject to the following policies.

1. Notwithstanding the permitted uses of the underlying designation, the permitted uses in National Forest Candidate Sites are:
 - a) Conservation;
 - b) Forestry;
 - c) Crop and fruit production; and
 - d) Grazing in un-forested areas.
2. The Government will develop agricultural outreach and education programmes to promote environmentally sensitive and sustainable farming practices in these areas, and to ensure that the quality of forest stands is not compromised.
3. Permits will be required to undertake tree cutting and vegetation clearing on existing forested sites.
4. Where there is a discrepancy between the policies of the Barbados National Forest Candidate Sites and the policies of the underlying land use designation, the more restrictive policies will apply.
5. Additional National Forest Candidate Sites will be considered outside of the National Park where the potential exists to protect emerging and established forests.

➔ 4.8

OS7 - Shore Access Points

Shore Access Points are identified on Map 15: Barbados System of Parks and Open Spaces. Shore Access Points play an important role in providing public access to beaches and to the emerging pattern of public boardwalks, which are increasingly functioning as pedestrian routes in urban areas. They are also extremely important to maintaining access to the sea for emergency vehicles and maintenance vehicles for coastal structures.

Existing and future Shore Access Points are subject to the following policies.

1. Existing Shore Access Points will be maintained and should be improved where necessary.
2. New Shore Access Points identified in the community plans in Part B should be considered as part of the development or redevelopment process of adjacent sites.
3. Shore Access Points should be identified by standardised signs.
4. New development will not block existing Shore Access Points. In no case will existing Shore Access Points be removed.
5. Where beachfront lots are being amalgamated or redeveloped, new Shore Access Points will be required as a condition of approval.
6. The Director of Planning and Development will attempt, wherever possible, to secure additional Shore Access Points and public parking facilities adjacent to Shore Access Points.
7. Subject to analysis of visual impact and compatibility with surrounding land uses, increases in building height may be allowed to facilitate the creation of additional public access, view corridors and/or pathways to beach areas.
8. Where possible, Shore Access Points should also provide views to the sea to enhance the visual connection with the ocean, particularly on the west coast.



➤ Shore Access Point, Holetown, St. James



➤ Shore Access Point, Rockley Beach, Christ Church



5

Implementation

This section outlines the range of strategies, mechanisms and processes to implement the policies of the PDP Amended (2023) as well as commitments with regard to community consultation, monitoring and amending the Plan over time.

5.1

The Role of the Plan

The purpose of the implementation section is to provide direction and interpretation in applying the policies of the Physical Development Plan (PDP) Amended (2023). The Plan provides a comprehensive set of policies that establish “what” and “where” conservation, settlement and infrastructure investment should occur. The implementation section speaks to “how” the Plan policies will be implemented.

This is covered in seven areas: the development approval process, impact assessments, public engagement and consultation, related initiatives and studies, monitoring, Plan review and amendments to the Plan and interpretation.

- 1.** When approved, this Plan will have the following functions:
 - a) Provide standards for the consideration and approval of planning applications for all development;
 - b) Provide guidance on locations and priorities for public and private sector investment;
 - c) Provide guidance and direction to the private sector and landowners through the clear elaboration of land use policies and the designation of appropriate areas to accommodate growth and promote protection and conservation;
 - d) Provide alignment with and direction to related Government policies and strategies (climate crisis and disaster risk reduction, agriculture, infrastructure, transportation, drainage, housing);
 - e) Implement Government commitments related to national and international protocols and strategies and multi-lateral environmental agreements (Sustainable Development Goals, New Urban Agenda, Paris Agreement, UNESCO World Heritage, Sendai and SAMOA Pathway); and
 - f) Act as a framework for investment and decision making that is accessible and available to citizens, landowners, investors and Government officials.

The cross-sectoral nature of many objectives of the Plan will require maximum coordination and collaboration amongst various Government ministries and agencies, the development industry, civil society and the public.

5.2

The Development Approval Process

The Physical Development Plan Amended (2023) sets out the strategic framework and policies that implement the proposed national growth management framework, island settlement structure and land use policies.

- 1.** Accordingly, all development applications that:
 - a) Do not require Environmental Impact Assessments (EIA), Agricultural Impact Assessments (AIS), Heritage Impact Assessments (HIA), Transportation Impact Assessments (TIA), Hazard Impact Assessments (NHIA) or other technical studies as set out by the policies of this Plan; and
 - b) Conform to the policies included in the Physical Development Plan Amended (2023).will be granted unless a review of other applicable material considerations, as set out in the Planning and Development legislation, relevant policies or other legislative requirements provide sufficient justification to refuse the application.
- 2.** In the review of a development application, the Director of Planning and Development may consider guidelines developed by the Design and Engineering Committee or any supplementary policies created in accordance with Section 19 of the Planning and Development Act, which may include, but not limited to, technical design guidelines for taller buildings.
- 3.** Development applications for major development sites will be required to submit a design framework and be subject to a design review process as established by the Design and Engineering Committee. The design framework will demonstrate how the site is comprehensively planned in terms of land use, streets, transportation and servicing capacity, development blocks, public realm and open space, shoreline access, building massing and heights, heritage, sustainability and resilience and fit within the surrounding context.
- 4.** Where development applications do not, in the opinion of the Director of Planning and Development, conform with the policies of the PDP Amended (2023):

5.3

Impact Assessments

- a) The applicant may be refused, without further consideration, or
 - b) Where the Director of Planning and Development deems further consideration of the application is warranted, he/she may:
 - i) Undertake a detailed planning review of the merits of the application;
 - ii) Require the proponent to prepare an Environmental Impact Assessment; a Heritage Impact Assessment; an Agricultural Impact Assessment; a Transportation Impact Assessment and/or a Natural Hazard Impact Assessment to identify and address impacts arising from the potential development as outlined in Section 5.3; and
 - iii) conduct a review the development application according to the guidance of any supplementary planning policies or guidelines that have been.
 - 5.** If, upon further consideration, the Director of Planning and Development deems that the application has merit, it may be approved, subject to any conditions which may have arisen from review.
 - 6.** Where approval of the development application entails significant changes to the proposed land use structure set out in the PDP, the approval shall be deemed an amendment to the Plan. This would include such instances as: the conversion of lands designated for agricultural use (where the land is greater than 10 hectares), extension to the Urban Corridor or Stable Suburban Area; changes to the Island Settlement Structure of corridors and centres; development in Natural Heritage Conservation Areas that is not in accordance with the policies of Section 4.3; development in Cultural Heritage Conservation Areas that is not in accordance with the policies of Section 2.2.5; and reclassification of boundaries of the Groundwater Protection Zones.
 - 7.** Lands obtained through the Planning Obligations mechanism may be used for community-based benefits, uses and facilities including but not limited to: affordable housing, community uses, parks, sporting and recreational uses and local economic development.
- Impact Assessments are a key tool to assess proposed development and infrastructure projects. Impact Assessments are guided by the provisions of the Planning and Development Act (2019), as amended, as well as Environmental Impact Assessment Regulations. There are seven types of impact assessment in the PDP. A summary of triggers for Impact Assessments can be found in Figure 8.
- 1.** Environmental Impact Assessments (EIA) will assess both the environmental and social impacts of the proposed project.
 - 2.** Marine Impact Assessments (MnIA) will assess the potential impact of the proposal on the marine environment.
 - 3.** Heritage Impact Assessments (HIA) will critically review the development proposal in terms of any impacts compromising the ability to protect, restore and celebrate the identified cultural heritage resources.
 - 4.** Agricultural Impact Assessments (AIA) will review the development proposal in terms of any impact on the viability of food and agricultural production on lands so designated or adjacent to the proposed development.
 - 5.** Transportation Impact Assessments (TIA) will consider the implications of a proposed development to traffic, or will examine integrative transportation development options for transportation infrastructure.
 - 6.** Natural Hazard Impact Assessments (NHIA) will identify and evaluate natural hazard impacts associated with a new development or the extension of an existing facility.
 - 7.** Market Impact Assessments (MtIA) will analyse the impact of a proposal on existing commercial areas, particularly in the National Centre and Regional Centres.
 - 8.** Where EIA, MnIA, HIA, AIS, TIA, NHIA or MtIA are required:
 - a) They shall be completed to the satisfaction of the Environmental Impact Assessment Committee and the Director of Planning, prior to approval being given.
 - b) Approvals of development subject to Impact Assessments may contain certain conditions of approval to ensure that adverse impacts of such development are mitigated.
 - c) Given the relative scale or place specific context, the Director of Planning and Development may, at his/her discretion, deem the Impact Assessment unnecessary if the development is otherwise assessed as being in substantive compliance with the policies of the PDP Amended (2023).

Environmental Impact Assessments

9. The triggers for Environmental Impact Assessments (EIA) vary and have been identified in relevant sections of the PDP Amended (2023). Generally, the following classes of development require an EIA, subject to the thresholds identified in the policies:
 - a) Special Industry, including:
 - i) A chemical or petroleum manufacturing plant other than a plant for the manufacturing of pharmaceutical drugs;
 - ii) A refinery;
 - iii) A desalination plant;
 - iv) An electricity generating plant;
 - v) A cement plant or other plant for the burning of lime or bricks; and
 - vi) Any other industry where the process is potentially noxious or dangerous to health and amenity by reason of excessive smell, fumes, smoke, dust, grit, ash, noise or vibration.
 - b) Waste management facilities and waste disposal sites other than facilities for initial sorting or processing of source separated dry recyclables.
 - c) Facilities storing and handling hazardous materials, radioactive materials, severely toxic substances and petroleum products.
 - d) Golf Courses.
 - e) Major development within or adjacent to:
 - i) Natural Heritage Conservation Areas;
 - ii) The National Park Forest Area;
 - iii) Core components of the Natural Heritage System; or
 - iv) Coastal Areas as defined by the Coastal Zone Management Sub Areas (Figure 4).
 - f) Mining operations including quarries and sand mines.
 - g) Initial construction of, or expansions to, major transportation infrastructure including highways, airports, seaport, wharves, marinas and jetties.
 - h) All new public roads (not private subdivision roads), and public road improvement schemes that exceed one or more of the following thresholds:
 - i) New roads over 500 metres long;
 - ii) New or improved roads or junctions taking at least 10 habitable dwellings or 10 other buildings in active use; and
 - iii) Improved roads or junctions that widen existing rights-of-way into privately owned land by at least three metres for a length of at least 100 metres.
 - i) Wastewater or sewage treatment facilities.
 - j) Crematoria, funeral parlours.
 - k) Amusement parks.
 - l) Large scale renewable energy installations or projects.
10. The requirement for, content, and scope of the Environmental Impact Assessment or other study will be determined on the basis of a scoped Environmental Impact Assessment (EIA) and a pre-consultation with the PDD. More detailed information on the terms of reference can be found in Planning and Development (Environmental Impact Assessment) Regulations, 2021 and Environmental Assessment Guidelines, 2022, issued by the EIA Committee.
11. An EIA will be completed by identifying natural features and associated functions, and by assessing the potential environmental and social impacts, mitigation measures, opportunities for restoration and enhancement to net out residual effects.
12. An EIA may require analysis by qualified professionals and technical experts from disciplines specific to areas to be studied (e.g., wildlife biologists, fisheries biologists, botanists, hydrogeologists, and ecologists).
13. For development in the Coastal Zone Management Sub-Areas, the Director of Planning and Development in consultation with the Coastal Zone Management Unit may require a Marine Impact Assessment instead of an EIA.

FIGURE 8. Impact Assessment Triggers

Environmental Impact Assessment/Environmental Investigation

Section 2.1: Promoting Sustainable Development

Policy #	Trigger	Requirement	Scope*
42	Major development of a sporting complex	Environmental Impact Assessment	To ensure that potential negative impacts such as noise, dust and traffic disruption are adequately mitigated

Section 2.2.2: Natural Heritage System

Policy #	Trigger	Requirement	Scope*
17a	Major development or change of land use applications in or within 50 metres of the boundary of Key Components of the Natural Heritage System (NHS).	Scoped Environmental Impact Assessment	To identify any potential impacts related to the proposed development on the Key Components and identify mitigation and enhancement measures to demonstrate no net impact on the NHS
17b	Major development or change of land use applications in or within 50 metres of the boundary of Key Components of the NHS.	Based on scoped EIA and determined by Director of Planning and Development, an EIA and other environmental investigations such as marine and terrestrial ecological surveys, geotechnical studies and/or hydrological evaluations may be required to be submitted as part of the development application	Terms of reference to be determined in consultation with the PDD and other relevant agencies
21a	Major development or change of land use within Supporting Components of the NHS	Scoped Environmental Impact Assessment	To identify any potential impacts on environmental and ecological functions
21b	Major development or change of land use within Supporting Components of the NHS	Based on the scoped Environmental Impact Statement and where the Director of Planning and Development considers it appropriate, an Environmental Impact Assessment and other environmental investigations may be required to be submitted as part of the development application	To demonstrate how environmental and ecological functions will be maintained and enhanced
33	Applications for major development or change of land use within Coastal Zone Management Sub Areas	Environmental Impact Assessment and/or Marine Impact Assessment or other supporting environmental investigation	To analyse any impact to coastal and marine environments and habitat, consideration for susceptibility to the climate crisis ; identify mitigation measures that result in no net negative impact

* Policy 5.3 8c provides the discretion to deem the Impact Assessment unnecessary if the development is otherwise assessed as being in substantive compliance with the policies of the PDP.

Policy #	Trigger	Requirement	Scope*
36	Where repair of older structures or new coastal structures are required	Environmental Impact Assessment	Terms of reference to be determined in consultation with the PDD and other relevant agencies.
38	Major development for tourism uses and related infrastructure and facilities in Coastal Zone Management Areas	Environmental Impact Assessment	To inform design, construction and operations to the highest international environmental and conservation standards; include carrying capacity and the use of beach areas, climate impact assessment modeling and Comprehensive Disaster Management.
52a	Major development applications within 30 metres of gullies and escarpments	Drainage plans	To assess and mitigate potential flooding of upstream and downstream lands and erosion risks
52b	Major development applications on or within 50 metres of gullies	Geotechnical and/or biophysical studies	To identify locations of stable top of bank and any related components of the NHS
52c	Major development applications within 100 m of the base of escarpments	Geotechnical and/or biophysical studies	To determine the stability of the escarpment face in the vicinity of the proposed development site
59	All major development within flood susceptible areas	Hydrological design study as supporting documentation to development proposals	To assess the suitability of the development to withstand projected flooding events and propose flood proofing measures
62	Major development applications for development within 100 year Floodline Areas	Environmental Impact Assessment and/or other supporting environmental investigation	EIA will take into consideration the climate crisis and climate variability on the proposed development and development's influence on ecosystem process and services

Section 2.2.3: Water

Policy #	Trigger	Requirement	Scope*
17, 18	Development of any commercial or industrial development over 1860 square metres of gross floor area or plan of subdivision over 10 lots	Comprehensive Master Stormwater Drainage Plan	To address the provision of stormwater management and drainage to the satisfaction of the Director of Planning and Development and Drainage Division; scope outlined in Section 2.2.3.18

Section 2.5 Planning for National Infrastructure and Section 3.1.2

Policy #	Trigger	Requirement	Scope*
8a (3.1.2 6c-i)	Large-scale renewable wind energy development installations or projects (3.1.2 applies to Food and Agricultural lands)	Initial Environmental Evaluation and possible scoped or full Environmental Impact Assessment	To identify scale and size of Renewable Energy development, bedrock geology, proximity to other conflicting land uses, tonal noise, shadow flicker, impacts on historic/heritage/landscape values including cultural landscapes, core components of the Natural Heritage System, biodiversity (birds, bats, etc), bird migratory routes, telecommunication and electronic infrastructure, electromagnetic interference, safety and air traffic control - interference, airport operations and buffer zones or set back distances from adjoining land uses and shadowing (Section 2.5 Policy 10)
9a (3.1.2 6v)	Large-scale renewable solar energy installations or development projects (ground-mounted photovoltaic installations for Section 3.1.2 for Food and Agricultural lands)	Initial Environmental Evaluation and possible scoped or full Environmental Impact Assessment	To identify scale and size of Renewable Energy development, bedrock geology, proximity to other conflicting land uses, tonal noise, shadow flicker, impacts on historic/heritage/landscape values including cultural landscapes, core components of the Natural Heritage System, biodiversity (birds, bats, etc), bird migratory routes, telecommunication and electronic infrastructure, electromagnetic interference, safety and air traffic control - interference, airport operations and buffer zones or set back distances from adjoining land uses and shadowing (Section 2.5 Policy 10)

* Policy 5.3 8c provides the discretion to deem the Impact Assessment unnecessary if the development is otherwise assessed as being in substantive compliance with the policies of the PDP.

Section 2.5 Planning for National Infrastructure

Policy #	Trigger	Requirement	Scope*
18b	Future airport development	Environmental Impact Assessment	Terms of reference to be determined in consultation with the PDD and other relevant agencies
26c	All desalination projects	Environmental Impact Assessment	Terms of reference to be determined in consultation with the PDD and other relevant agencies
26d	Considering alternative locations for desalination plants	Environmental Impact Assessment	Terms of reference to be determined in consultation with the PDD and other relevant agencies
33c	Proposed waste-to-energy plant	Environmental Impact Assessment	To ensure the site is compatible with surrounding land uses and ensure any potential conflicts are mitigated.
36	New waste disposal facilities	Environmental Impact Assessment	See Section 2.5 Policy 36 for details and conditions
44	New public roads and public road improvement over 500 metres long; new or improved roads or junctions taking through eminent domain at least 10 buildings; right-of-way widening into privately owned lands by 3 metres for at least 100 metres.	Environmental Impact Assessment	Terms of reference to be determined in consultation with the PDD and other relevant agencies

* Policy 5.3 8c provides the discretion to deem the Impact Assessment unnecessary if the development is otherwise assessed as being in substantive compliance with the policies of the PDP.

Section 3.10.2: Special Industry (See also section 3.10 and 3.10.3.2)

Policy #	Trigger	Requirement	Scope*
2	New special industrial developments or significant expansions	Environmental Impact Assessment	Terms of reference to be determined in consultation with the PDD and other relevant agencies - see also Section 3.10.3.1 and 3.10.3.2 for further details

Section 3.11.2: Resource Extraction

Policy #	Trigger	Requirement	Scope*
1 & 2	New resource extraction operations	Environmental Impact Assessment	Terms of reference to be determined in consultation with the PDD and other relevant agencies. See also section 3.11.2 Policy 1a-g

Section 3.13.2: Golf Courses

Policy #	Trigger	Requirement	Scope*
1	All proposals for golf courses	Environmental Impact Assessment	Terms of reference to be determined in consultation with the PDD and other relevant agencies. See also Section 3.13.2 Policy 1a-d

* Policy 5.3 8c provides the discretion to deem the Impact Assessment unnecessary if the development is otherwise assessed as being in substantive compliance with the policies of the PDP.

Marine Impact Assessments

14. Marine Impact Assessments (MnIA) may be required for development in the Coastal Zone Management Area.
15. Marine Impact Assessments evaluate the impact that projects are likely to have on the marine environment. This may include impacts on water quality, benthic communities, coral reefs or other impacts as defined by PDD and CZMU.
16. For development in the Coastal Zone Management Area, the Director of Planning and Development in consultation with the Coastal Zone Management Unit may require a Marine Impact Assessment instead of an Environmental Impact Assessments (EIA).

Section 2.2.2: Natural Heritage System

Policy #	Trigger	Requirement	Scope*
33	Major development or change of land use within Coastal Zone Management Sub-Areas	Environmental Impact Assessment and/or Marine Impact Assessment or other supporting environmental investigation	To analyse any impact to coastal and marine environments and habitat, consideration for susceptibility to the climate crisis; identify mitigation measures that result in no net negative impact
36a	Repair of old coastal structures or introduction of new coastal structures	Marine Impact Assessment	Terms of reference to be determined in consultation with the PDD and CZMU.

* Policy 5.3 8c provides the discretion to deem the Impact Assessment unnecessary if the development is otherwise assessed as being in substantive compliance with the policies of the PDP.

Heritage Impact Assessments

17. The triggers for Heritage Impact Assessments (HIA) are outlined in detail in Section 2.2.5 Cultural Heritage, including development within or adjacent to cultural heritage resources.
18. A scoped Heritage Impact Statement may be required as a component of the development application to identify any potential impacts and proposed mitigation strategies. On the basis of the scoped Heritage Impact Statement, the Director of Planning and Development will determine the need and scope of a Heritage Impact Assessment.
19. Where Heritage Impact Assessments are required as outlined in Section 2.2.5, the Heritage Impact Assessment process will include:
 - a) A thorough understanding of the significance and attributes of cultural heritage resources(s) based on research and analysis;
 - b) A report on the physical condition of the cultural heritage resource(s);
 - c) A description of the proposed intervention;
 - d) An analysis of any impacts of the proposed intervention on the significance of the cultural heritage resource(s); impacts could include, but are not limited to, destruction, incompatible alterations, shadows, obstruction of views and land disturbance.
 - e) An assessment of options for intervention;
 - f) A proposal explaining why the chosen option is the only viable one and describing mitigation measures to offset any negative impacts on the cultural heritage resource(s); mitigation measures could include, but are not limited to, alternate development proposals, design guidelines, limits to height and density, and reversible alterations; and
 - g) A conservation strategy for the cultural heritage resource(s), based on the standards and guidelines for the conservation of historic places, that best conserves the cultural heritage within the context of proposed alteration.
20. Where through a scoped Heritage Impact Statement, potential presence of archaeological resources is identified, a full Heritage Impact Assessment will be undertaken, unless determined otherwise by the Director of Planning and Development, and for which documentation will include:
 - a) Details on the history of the property;
 - b) Details on the presence and importance of the archaeological remains;
 - c) Details as to how the development will affect the archaeological remains;
 - d) Appropriate remedial and mitigation actions required to maintain the integrity of the archaeological resources. Archaeological surveys and mitigation are at the cost of the project proponent. Measures may include:
 - i) Site designs which avoid the archaeological remains;
 - ii) Burial of the archaeological remains by covering the features with a geotextile layer and mounding prior to development; and
 - iii) Excavation, recovery, and conservation of the archaeological remains prior to development.
 - e) Oversight and/or review of the Heritage Impact Assessment will be carried out by a professional archaeologist in consultation with an advisory board made up of representatives from the Barbados Museum and Historical Society, University of the West Indies (Cave Hill) and Barbados National Trust.
21. Heritage Impact Assessments must be carried out by qualified heritage conservation professionals (someone who has university-level education in conservation architecture, architectural history, archaeology, history or related disciplines and work experience in the field) and will include public consultation.

Heritage Impact Assessment

Section 2.2.5: Cultural Heritage

Policy #	Trigger	Requirement	Scope*
21a	Any development, alteration, extension or change of land use on, or adjacent to, a cultural heritage asset (i.e. building listed on the Barbados Register)	Scoped Heritage Impact Assessment	To identify any potential impacts related to the proposed development on the identified values associated with the asset or described in the Barbados Register and appropriate mitigation strategies
21b	Based on the scoped Heritage Impact Statement and where the Director of Planning and Development considers it appropriate	Heritage Impact Assessment	To assess potential impacts and determine appropriate mitigation strategies
39a	Within or adjacent to a World Heritage Site (WHS), any development, alteration, extension of greater than 20 square metres of gross floor area or plan of subdivision for over 5 lots or change of use	Scoped Heritage Impact Assessment	To identify any potential impacts related to the proposed development on the Outstanding Universal Value and, if appropriate, the identified values associated with the asset or described in the Barbados Register and appropriate mitigation strategies (see Section 2.2.5 Policy 40)
39b	Based on the scoped Heritage Impact Statement and where the Director of Planning and Development considers it appropriate	Heritage Impact Assessment	To identify any potential impacts related to the proposed development on the Outstanding Universal Value and, if appropriate, the identified values associated with the asset or described in the Barbados Register and appropriate mitigation strategies (see Section 2.2.5 Policy 40)
50a	Within a Cultural Heritage Conservation Area (CHCA), any development, alteration, extension of greater than 20 square metres of gross floor area or plan of subdivision for over 5 lots	Heritage Impact Assessment where Director of Planning and Development determines appropriate	To demonstrate that the proposed development: enhances or preserves the values associated with the CHCA or described in the Barbados Register and defines appropriate mitigation strategies; respects the special character and quality of the area through size, design and materials. (see Section 2.2.5 Policy 51)
50b	Within a CHCA, any development alteration, extension of greater than 50 square metres of gross floor area or Plan of Subdivision of over 10 lots	Heritage Impact Assessment	To demonstrate that the proposed development: enhances or preserves the values associated with the CHCA or described in the Barbados Register and defines appropriate mitigation strategies; respects the special character and quality of the area through size, design and materials. (see Section 2.2.5 Policy 51)

* Policy 5.3 8c provides the discretion to deem the Impact Assessment unnecessary if the development is otherwise assessed as being in substantive compliance with the policies of the PDP.

Policy #	Trigger	Requirement	Scope*
50c	Within a CHCA, new roads and improved roads or junctions that widen existing rights-of-way	Heritage Impact Assessment	To demonstrate that the proposed development: enhances or preserves the values associated with the CHCA or described in the Barbados Register and defines appropriate mitigation strategies; respects the special character and quality of the area through size, design and materials. (see Section 2.2.5 Policy 51)
59a	Within archaeological areas: all development, infrastructure project, alteration, extension or change of land use for, building expansion over 20 square metres of gross floor area or plan of subdivision for over 5 lots	Scoped Heritage Impact Assessment to assess the potential impact on archaeological resources in support of their application	To summarise an assessment of any potential presence of archaeological resources including a brief background history and a shovel test survey of the property to determine whether there are archaeological resources on the site
59b	All development, infrastructure project, alteration, extension or change of land use for, building expansion over 50 square metres of gross floor area within a Community Core of a historic regional centre	Scoped Heritage Impact Assessment to assess the potential impact on archaeological resources in support of their application	To summarise an assessment of any potential presence of archaeological resources including a brief background history and a shovel test survey of the property to determine whether there are archaeological resources on the site
59c	All development, infrastructure project, alteration, extension or change of land use over 500 square metres of gross floor area or plan of subdivision for over 10 lots	Scoped Heritage Impact Assessment to assess the potential impact on archaeological resources in support of their application	To summarise an assessment of any potential presence of archaeological resources including a brief background history and a shovel test survey of the property to determine whether there are archaeological resources on the site
60	Where the potential presence of archaeological resources are identified in Section 2.2.5 Policy 59	Heritage Impact Assessment	To include and identify details on the background history; the presence and importance of archaeological remains; details as to how the development will affect the archaeological remains; and appropriate remedial action and mitigation actions

Section 2.5: Planning for National Infrastructure

Policy #	Trigger	Requirement	Scope*
45	Within a Cultural Heritage Conservation Area, new roads and improved roads or junctions that widen existing rights-of-way	Heritage Impact Assessment	To demonstrate that the proposed development: enhances or preserves the values associated with the CHCA or described in the Barbados Register and defines appropriate mitigation strategies; respects the special character and quality of the area through size, design and materials. (see Section 2.2.5 Policy 51)

* Policy 5.3 8c provides the discretion to deem the Impact Assessment unnecessary if the development is otherwise assessed as being in substantive compliance with the policies of the PDP.

Agricultural Impact Assessments

- 22. The triggers for Agricultural Impact Assessments (AIA) are outlined in detail in Section 2.2.1 Food and Agriculture and Section 3.1 Food and Agriculture (land use), including development on or adjacent to lands designated as Food and Agriculture.
- 23. A scoped Agricultural Impact Statement may be required as a component of the development application to identify any potential impacts and proposed mitigation strategies. On the basis of the scoped Agricultural Impact Statement, the Director of Planning and Development will determine the need and scope of an Agricultural Impact Assessment.

- 24. An Agricultural Impact Assessment will:
 - a) Describe the proposed development and contextual factors;
 - b) Determine potential adverse impacts on Food and Agricultural lands and active agricultural operations on-site and adjacent to the site in the surrounding area; and
 - c) Recommend measures to buffer, mitigate and minimise potential land use conflicts.

Agricultural Impact Assessment

2.1: Sustainable Development

Policy #	Trigger	Requirement	Scope*
12a	New development within Rural Working Landscapes proposing a change of land use, or subdivision of land to create more than 10 new residential lots	Agricultural Impact Assessment	To demonstrate that the development will not create fragmentation of Food and Agricultural lands

2.2.1: Food and Agriculture

Policy #	Trigger	Requirement	Scope*
12	New development on or adjacent to Food and Agriculture land proposing a change of land use, or subdivision of agricultural land for a site greater than two acres or more than 5 residential lots	Scoped Agricultural Impact Assessment	To determine impacts on or incompatibilities with the agricultural use
13	New development on or adjacent to Food and Agriculture land proposing a change of land use, or subdivision of agricultural land for a site greater than four acres or more than 10 residential lots	Agricultural Impact Assessment	To determine impacts on or incompatibilities with food and agricultural uses and identify appropriate mitigation measures. Refer to Section 2.2.1 Policy 15

* Policy 5.3 8c provides the discretion to deem the Impact Assessment unnecessary if the development is otherwise assessed as being in substantive compliance with the policies of the PDP.

Section 3.1.2: Food and Agriculture - General Policies

Policy #	Trigger	Requirement	Scope*
6	Large scale ground-mounted photovoltaic installations on Food and Agricultural lands	Scoped or full Agricultural Impact Assessment	To identify any potential agricultural impacts and proposed mitigation strategies. The terms of reference for a full AIS to be determined by the EIA Committee.
6c-i	Large scale renewable wind energy development installations or projects on Food and Agricultural lands	Scoped Agricultural Impact Assessment	To identify potential agricultural impacts and proposed mitigation strategies
6c-ii	Renewable wind energy development installations or projects over 2 MW on Food and Agricultural lands	Agricultural Impact Assessment	Terms of reference to be determined in consultation with the PDD and other relevant agencies.

* Policy 5.3 8c provides the discretion to deem the Impact Assessment unnecessary if the development is otherwise assessed as being in substantive compliance with the policies of the PDP.

Transportation Impact Assessments

25. A Transportation Impact Assessment (TIA) will be required to determine the impact of additional traffic or transportation challenges introduced as part of major development, infrastructure or new public roads or to evaluate transportation infrastructure and/or improvement schemes as outlined in Section 2.5.
26. A Traffic Impact Assessment undertaken to evaluate the impact of additional traffic or transportation challenges introduced as part of major development, infrastructure or new public roads will be conducted using the provisions outlined in the Ministry of Transport, Works and Water Resources for Traffic Impact Assessments (2009), or the most current criteria and policies.
27. The scope of a Transportation Impact Assessment done to evaluate existing transportation infrastructure and required improvements to that infrastructure for safety or other reasons will be defined by and to the satisfaction of the Director of Planning and Development and the Ministry of Transport, Works and Water Resources.

Natural Hazard Impact Assessments

28. Natural Hazard Impact Assessments (NHIA) may be required for major development in or adjacent to Natural Hazard Areas identified on Map 7: Natural Hazards.
29. Natural Hazard Impact Assessments focus on anticipating risks by ensuring that growth and development address the likelihood of hazards and their interaction with environmental systems in an ongoing process with the aim of reducing vulnerability to these hazards across all sectors of society and the economy. These assessments are intended to provide:
 - a) A systematic examination of existing and proposed buildings, development, facilities, population groups or components of the economy to identify features that are susceptible to damage from the effects of natural hazards; and
 - b) An assessment of the probability of a specific hazardous event to the vulnerability of existing and proposed development and populations affected by such an event, to determine the expected loss from its impact.
30. The scope for NHIAs will be defined by and to the satisfaction of the Director of Planning and Development, Department of Emergency Management and Coastal Zone Management Unit.

Transportation Impact Assessment

Section 2.4: Advancing Mobility and Accessibility

Policy #	Trigger	Requirement	Scope*
21d	Major development	Traffic Impact Assessment	To determine parking and transportation requirements so that the development demonstrates adequate access to site and on-site visitor and employee parking.

Section 2.5: Planning for National Infrastructure

Policy #	Trigger	Requirement	Scope*
46	Development with 100 or more new residential lots or over 2000 square metres in a community core or mixed use corridor	Transportation Impact Assessment	Using the criteria of the Ministry Transport, Works and Water Resources for TIA

Section 3.4.2/3.6.2/3.8.2 (see also 3.3.2 - related)

Policy #	Trigger	Requirement	Scope*
4 / 3 / 1	Development in Mixed Use areas, Tourism areas and Major Recreation areas	May require a Traffic/ Transportation Impact Assessment as determined by the Director of Planning and Development	To assess the impacts of the proposed development on existing road infrastructure and parking supply and the infrastructure improvements necessary to accommodate the proposal

Section 3.5.2: Shopping Centres - General Policies

Policy #	Trigger	Requirement	Scope*
2c	Development of shopping facilities larger than 9300 square metres or development of new Shopping Centres not designated in the PDP Amended (2023)	Traffic Impact Assessment	To demonstrate that the capacity of roads and intersections is adequate to accommodate generated traffic and adequate on-site parking, loading and circulation will be available

Natural Hazard Impact Assessment

Section 2.2.2: Natural Heritage

Policy #	Trigger	Requirement	Scope*
43	Major development proposed within or adjacent to Natural Hazard Areas	A Natural Hazard Impact Assessment may, at the discretion of the Director of Planning and Development, be required as part of environmental investigations or an Environmental Impact Assessment	Terms of reference to be determined in consultation with the PDD and other relevant agencies.
67a	Major development applications for development within 100 year Floodline Areas	As part of an EIA, the applicant may be required to prepare and submit a Natural Hazard Impact Assessment	Explicitly identify potential risks and mitigation measures

* Policy 5.3 8c provides the discretion to deem the Impact Assessment unnecessary if the development is otherwise assessed as being in substantive compliance with the policies of the PDP.

Market Impact Assessments

1. Market Impact Assessments (MtIA) may be required for the development of major shopping centres.
2. Market Impact Assessments evaluate whether proposed shopping centres will negatively impact the planned function of existing commercial areas on the island, particularly central Bridgetown and the Regional Centres.

Market Impact Assessment

Section 2.3 The Green and Blue Economy

Policy #	Trigger	Requirement	Scope*
6	Market Impact Assessments will be required for major shopping centre proposals outside of central Bridgetown and the Regional Centres in accordance with Section 3.5	Market Impact Assessment	To demonstrate that the proposed development does not negatively impact the planned function of central Bridgetown and the Regional Centres

Section 3.5.2: Shopping Centres - General Policies (see also 3.4.3)

Policy #	Trigger	Requirement	Scope*
2a	Development of shopping facilities larger than 9300 square metres or development of new Shopping Centres not designated in the PDP Amended (2023)	Market Impact Assessment	To demonstrate that the proposed development can be justified without detriment to the role, function or economic viability of shopping facilities (see 3.5.2.2a i-iv for further details)

Section 3.9.2: Employment Areas - General Policies

Policy #	Trigger	Requirement	Scope*
4a & 7	Proposed use other than those listed in Section 3.9.1; or designating additional Employment Areas	Market Impact Assessment	To demonstrate that the overall supply of Employment Area land is sufficient for current and future needs; or to demonstrate the need for additional employment land

* Policy 5.3 8c provides the discretion to deem the Impact Assessment unnecessary if the development is otherwise assessed as being in substantive compliance with the policies of the PDP.

→ 5.4

Public Engagement and Consultation

The Government of Barbados is committed to creating an environment which encourages citizens to become more involved in the planning process. To this end, the planning process will be transparent and the public will be encouraged to participate. The Government must therefore ensure that the public is informed and consulted on proposed amendments to the Physical Development Plan Amended (2023), whether initiated by the Government or the private sector, on an application to the Director of Planning and Development. Such consultation will occur by providing information, advertising and holding public meetings, workshops and/or open houses so that affected communities and individuals have the opportunity to understand and make submissions to the Director of Planning and Development.

→ 5.5

Strategic Reinvestment Areas

Strategic Reinvestment Areas are a tool for the Government of Barbados to encourage high quality reinvestment in key sites across the island and are in keeping with the Growth Management Framework of the PDP (2021). Development within Strategic Investment Areas is intended to demonstrate design excellence befitting the high profile of the sites. Strategic Investment Areas include a wide variety of potential development sites, from vacant parcels suitable for major redevelopment proposals to small locally-owned businesses with potential for expansion. The Strategic Reinvestment Areas are mapped and described in Appendix D of the PDP (2023).

- 31.** Within the boundaries of Strategic Reinvestment Areas, the following tools may be used to facilitate development:
 - a) Community benefits through Planning Obligations;
 - b) Expedited approval processes and timelines;
 - c) Financial incentives;
 - d) Use of the PDP (2023) as the principal consideration to guide development
 - e) Coordination among public officers in the formulation and preparing of any public sector investment project
- 32.** The Government of Barbados will establish requirements of development for proposals within Strategic Reinvestment Areas. For major redevelopments these may include:
 - a) New public streets and new or improved junctions;
 - b) Other infrastructure requirements;
 - c) Environmental remediation;
 - d) Public realm improvements;



5.6

Related Initiatives and Studies

- 33.** The Government of Barbados will require the delivery of some “public good” as part of the approval of development proposals within Strategic Reinvestment Areas. Within Strategic Investment Areas, the delivery of public good may be delivered through planning obligations or other mechanisms. Examples of potential “public good” items include:
- a) Public realm improvements in the immediate area of the site, such as:
 - i) New or improved parks and public open spaces;
 - ii) New or enhanced Shore Access Points;
 - iii) Improvements to beach amenities;
 - iv) Pedestrian improvements such as widened sidewalks, streetscaping, improved junctions and pedestrian crossings, or traffic calming measures
 - v) Best practices in sustainable development;
 - vi) Conservation of heritage resources or identified features of the UNESCO World Heritage Site in the immediate or surrounding area;
 - vii) Contributions to community improvements and social infrastructure in Community Improvement Areas.
- 34.** To promote design excellence in Strategic Reinvestment Areas, the Government of Barbados may require proposals to undergo consideration through a Design Review process.
- 35.** An enhanced community engagement process may be considered for development within Strategic Reinvestment Areas.
- 36.** Partnerships between the Government of Barbados and the private sector are encouraged to develop key sites within Strategic Investment Areas.
- 37.** Strategic Reinvestment Areas may be added, removed or altered by amending Appendix D: Strategic Reinvestment Areas.

The PDP Amended (2023) is a comprehensive document that integrates many sectors related to social, economic and environmental aspects of physical development across the island. The Government has undertaken many studies and initiatives that have fed into the imperative for the Plan amendment. These include both national and international projects, reports and protocols.

International commitments and collaborations include the Paris Agreement, UNESCO World Heritage Committee, Habitat III, the New Urban Agenda, Sendai Framework, SAMOA Pathway, and Sustainable Development Goals. The Government’s commitment to these initiatives has been reflected within the language of the PDP Amended (2023) but will continue to evolve and the policies of the Plan may need to be amended to respect and support this work.

Nationally, significant work is underway on many fronts and will continue to be advanced once this Plan is approved. More specifically Coastal Risk Assessment and Management Programme, the Ministry of Transport, Works and Water Reseouces’s Strategic Plan, the Ministry of Housing, Lands and Maintenance’s Housing Policy Paper, the National Population Commission’s Population Policy, and the Barbados World Heritage Committee’s initiatives to advance cultural heritage areas for the UNESCO World Heritage site inscription are examples of projects currently underway. In areas where identified in the policies of the Plan, amendments to the policies and mapping to reflect updated data can occur without amendment to the Plan. Regular monitoring along with 10-year comprehensive reviews will be employed to ensure the PDP remains current with Government direction.

5.7

Monitoring and Review of the Plan

The objectives and policies of the PDP are based on situations and assumptions that are subject to change over time. Therefore, a mechanism for ongoing measuring and monitoring these changes is required to:

- Identify emerging trends and related issues
- Analyse the effectiveness of the Plan and its policies
- Allow for adjustments and updating as may be required.

A monitoring system is important to provide the information required to ensure that assumptions and policy initiatives remain relevant. The advent of detailed GIS data allows for significantly improved understanding of development patterns, landscape and infrastructure systems today and can be used to effectively measure and monitor change over time. It is therefore proposed that a Sustainable Development Monitoring Report including implementation indicators be prepared by the PDD every 3 years and should include the following factors:

- Changes in key demographic and economic considerations;
- Trends in development activity, by building type, centre and parish;
- Impacts of the climate crisis and risk adaptation;
- The outcomes of the Agricultural Census, which includes an inventory of all forms of agricultural production;
- Assessment of conformity of new development with the policies of the PDP and implications for the National settlement framework and island settlement structure; and
- Impacts on core assets including Natural Heritage system, cultural heritage, food and agriculture, and core communities.

A comprehensive review of the PDP should be undertaken at least every 10 years and take into account the outcomes of the monitoring report. Any resultant PDP amendment shall make adjustments to ensure the objectives of the Plan are being met and ensure that the policies established remain achievable and appropriate with regard to changing social, economic, environmental, technological and political circumstances.

5.8

Amendments to the Plan

The Plan will be comprehensively reviewed every 10 years. The provisions of this review are outlined in the Planning and Development Act (Amendment), 2020.

- 1.** Other amendments prior to the 10 year review are generally discouraged with the following exceptions:
 - In order to implement the ongoing work on the Integrated Coastal Management Plan;
 - To update the Plan with outcomes from the National Wind Energy Study;
 - To implement any further UNESCO World Heritage site inscriptions;
 - To consider the outcomes of the Agricultural Census;
 - To implement the outcomes of the National Population Commission;
 - Population Policy recommendations including the development of a managed migration policy and programme and annual population growth targets;
 - To implement updated road classifications and standards;
 - To consider the outcomes of the Terrestrial Landscape ecosystem study;
 - To update information from the Gully Ecosystem Management Study work on gullies; and
 - To implement strategies regarding the climate crisis adaptation and disaster risk reduction.
- 2.** In considering any amendments, the Director of Planning and Development will take into consideration:
 - The need for the proposed change;
 - The implications, if any, the amendment may have for other components or core assets recognised in the PDP;
 - The impact of the proposed change on the ability of the Government to achieve the goals, objectives and policies of this PDP; and
 - Impacts to Food and Agricultural land.
- 3.** As part of the review and amendment of the Plan, the following should be considered:
 - Creation of new community plans to address significant change and/or need for more detailed planning in key areas, such as Lears and Boscobelle;
 - Development and incorporation of an updated National Park Development Plan with the Plan; and
 - Mapping of Natural Conservation Areas identified through the National Wetland Inventory.

All amendments to the PDP shall be subject to the requirements regarding public notification and consultation contained in the Planning and Development Act.

➔ 5.9

Roofs to Reefs

Roofs to Reefs is a holistic, integrated national initiative for the resilient development of Barbados. The programme provides for response at the individual, community and country levels and presents an integrated public investment programme founded on principles of sustainable development and climate resilience.

The programme addresses resilience and sustainability of the following sectors: shelter, water, energy, waste, and critical infrastructure. The primary objectives of the Roofs to Reefs Programme are:

- to make homes more resilient to extreme weather events as well as possible loss of the electricity grid and potable water distribution systems;
- to encourage the use of sustainable building technologies, such as the use of hip roof designs;
- to increase water use efficiency and the rate and capacity of freshwater storage;
- to reduce carbon emissions through the deployment of distributed renewable energy generation;
- to decrease land-based sources of marine pollution;
- to implement more sustainable land (and marine space) use practices;
- to make critical utility, water and sanitation and road infrastructure climate resilient; and
- to restore the reduced coral reef ecosystem services particularly on the west and south coasts of the island;

Through the implementation of the Roofs to Reefs programme, the Government of Barbados will work to identify funding and project opportunities to increase the resilience and sustainability of the country's housing, water, energy, waste, land use practices and ecosystems.

➔ 5.10

Boundary and Plan Interpretation

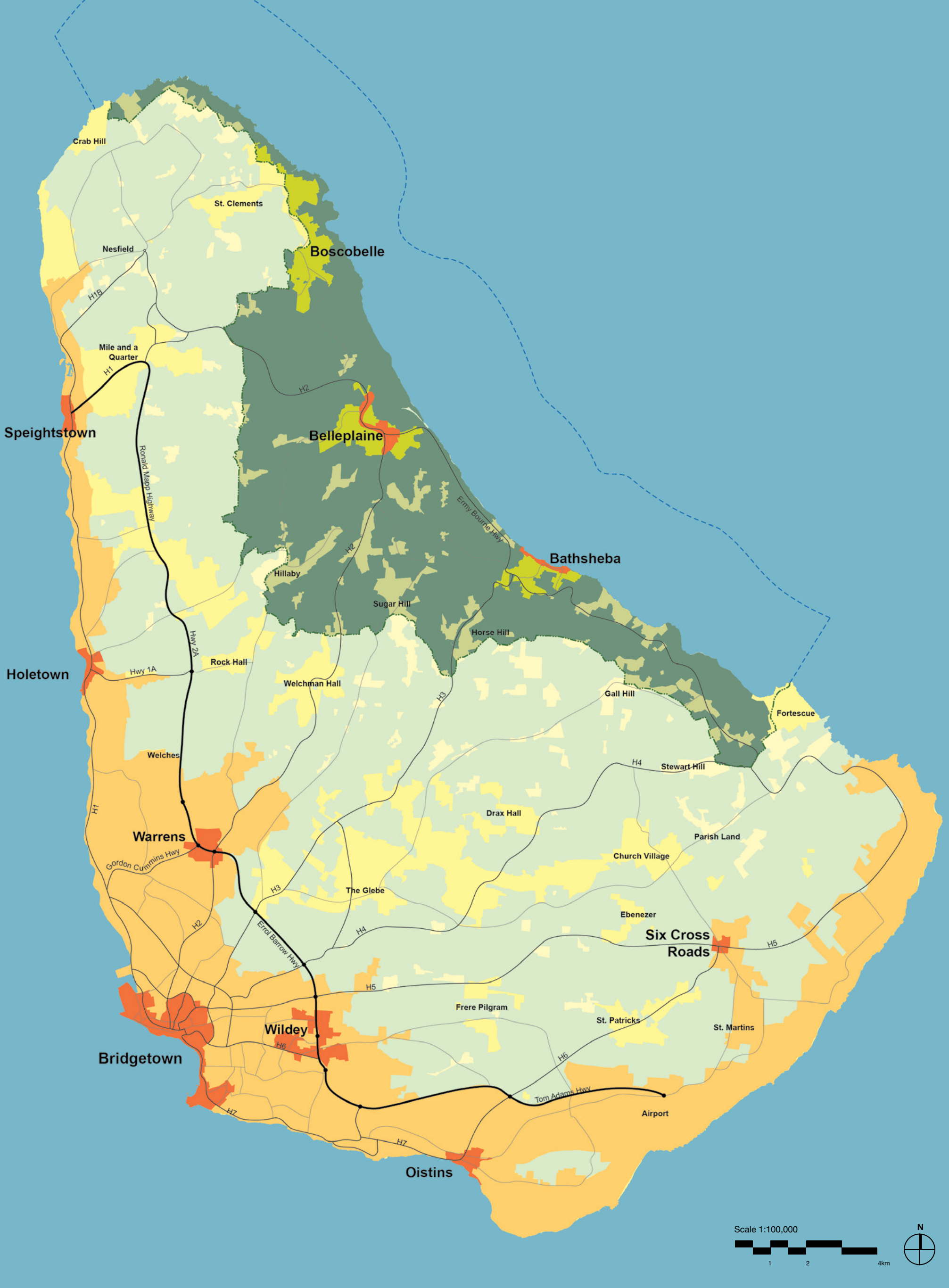
All boundaries shown on the Physical Development Plan Amended (2023) are based on 2015 digital mapping, assessments conducted during this review or previous PDP schedules and mapping. Boundaries are indicative only and do not necessarily represent a true and accurate boundary interpretation. Determination shall be made on a site specific basis, as circumstances warrant.

The Physical Development Plan Amended (2023) includes National level policies, as well as more detailed policies for ten Community Plan areas. The National level policies provide the framework for the Community Plans which provide more detail for those identified communities. Where a discrepancy occurs between the National and Community level Plans, the Community Plan will prevail.



A

National Maps



Map 1 Growth Management Framework

October 2023

Physical Development Plan Amended (2023)

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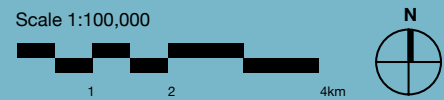


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Legend

- Community Core
- Urban Corridor
- Stable Suburban Area
- Rural Settlement
- Rural Working Landscape
- National Park Village
- National Park Settlement
- National Park
- National Park Boundary
- National Park Marine Boundary



Map 2 Island Settlement Structure

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Physical Development Plan Amended (2023)

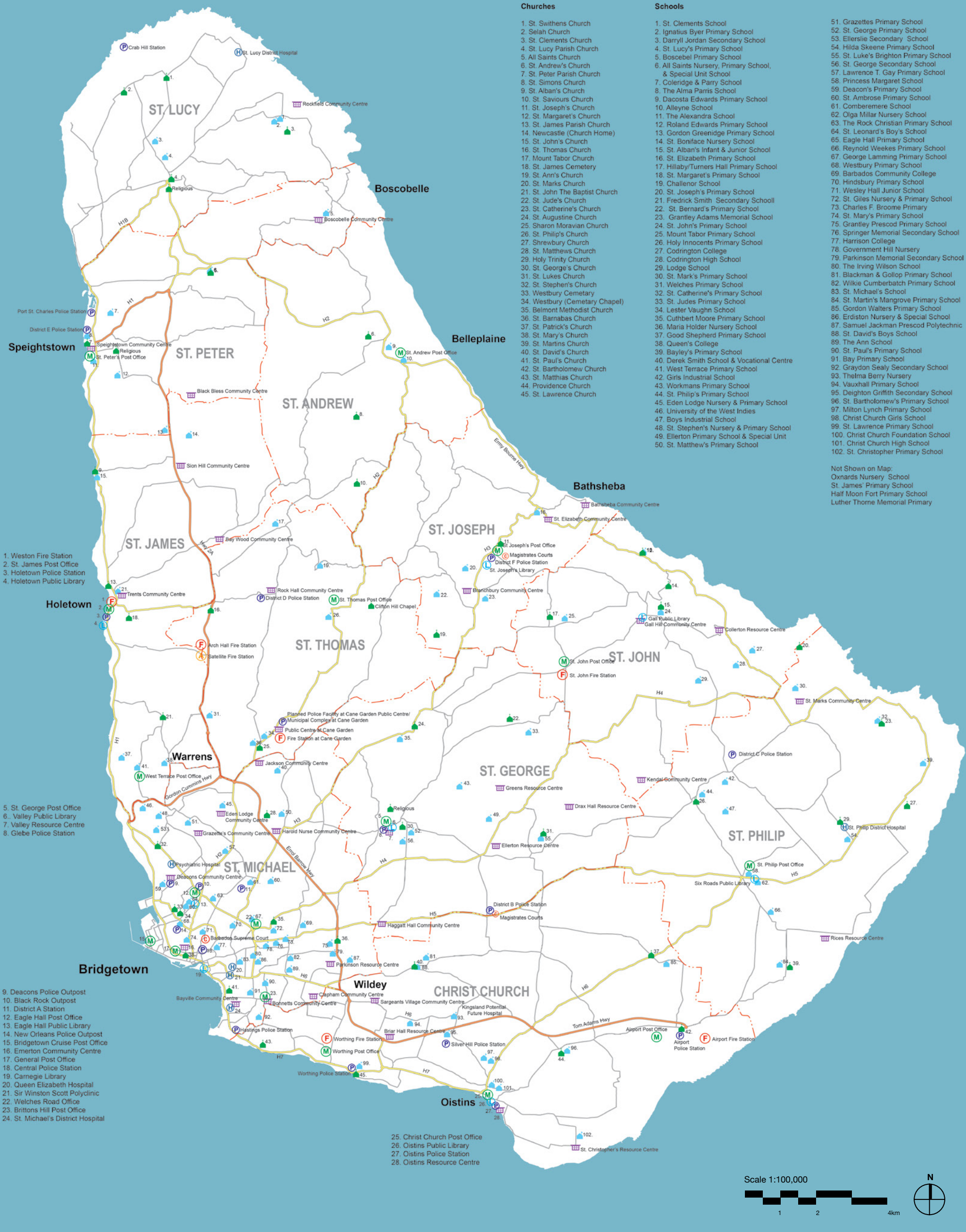


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- Legend**
- Urban Corridor
 - Stable Suburban Area
 - Rural Settlement
 - National Park
 - Conceptual Natural Heritage System
 - National Park Marine Boundary
- Centres**
- National
 - Regional (Historic)
 - Regional (Emerging)
 - Local

- Nodes**
- International Gateway
 - M Mobility Node
 - Retail
 - Institutional
- Corridors**
- Mixed Use Corridor
 - ABC/Ronald Map Corridor
 - Tourism Corridor



Churches

1. St. Swithens Church
2. Selah Church
3. St. Clements Church
4. St. Lucy Parish Church
5. All Saints Church
6. St. Andrew's Church
7. St. Peter Parish Church
8. St. Simons Church
9. St. Alban's Church
10. St. Saviours Church
11. St. Joseph's Church
12. St. Margaret's Church
13. St. James Parish Church
14. Newcastle (Church Home)
15. St. John's Church
16. St. Thomas Church
17. Mount Tabor Church
18. St. James Cemetery
19. St. Ann's Church
20. St. Marks Church
21. St. John The Baptist Church
22. St. Jude's Church
23. St. Catherine's Church
24. St. Augustine Church
25. Sharon Moravian Church
26. St. Philip's Church
27. Shrewbury Church
28. St. Matthews Church
29. Holy Trinity Church
30. St. George's Church
31. St. Lukes Church
32. St. Stephen's Church
33. Westbury Cemetary
34. Westbury (Cemetary Chapel)
35. Belmont Methodist Church
36. St. Barnabas Church
37. St. Patrick's Church
38. St. Mary's Church
39. St. Martins Church
40. St. David's Church
41. St. Paul's Church
42. St. Bartholomew Church
43. St. Matthias Church
44. Providence Church
45. St. Lawrence Church

Schools

1. St. Clements School
2. Ignatius Byer Primary School
3. Darryll Jordan Secondary School
4. St. Lucy's Primary School
5. Boscebel Primary School
6. All Saints Nursery, Primary School, & Special Unit School
7. Coleridge & Parry School
8. The Alma Parris School
9. Dacosta Edwards Primary School
10. Alleyne School
11. The Alexandra School
12. Roland Edwards Primary School
13. Gordon Greenidge Primary School
14. St. Boniface Nursery School
15. St. Alban's Infant & Junior School
16. St. Elizabeth Primary School
17. Hillaby/Turners Hall Primary School
18. St. Margaret's Primary School
19. Challenor School
20. St. Joseph's Primary School
21. Fredrick Smith Secondary School
22. St. Bernard's Primary School
23. Grantley Adams Memorial School
24. St. John's Primary School
25. Mount Tabor Primary School
26. Holy Innocents Primary School
27. Codrington College
28. Codrington High School
29. Lodge School
30. St. Mark's Primary School
31. Welches Primary School
32. St. Catherine's Primary School
33. St. Jude's Primary School
34. Lester Vaughn School
35. Cuthbert Moore Primary School
36. Maria Holder Nursery School
37. Good Shepherd Primary School
38. Queen's College
39. Bayley's Primary School
40. Derek Smith School & Vocational Centre
41. West Terrace Primary School
42. Girls Industrial School
43. Workmans Primary School
44. St. Philip's Primary School
45. Eden Lodge Nursery & Primary School
46. University of the West Indies
47. Boys Industrial School
48. St. Stephen's Nursery & Primary School
49. Ellerton Primary School & Special Unit
50. St. Matthew's Primary School
51. Grazettes Primary School
52. St. George Primary School
53. Eilersie Secondary School
54. Hilda Skeene Primary School
55. St. Luke's Brighton Primary School
56. St. George Secondary School
57. Lawrence T. Gay Primary School
58. Princess Margaret School
59. Deacon's Primary School
60. St. Ambrose Primary School
61. Comberemere School
62. Olga Millar Nursery School
63. The Rock Christian Primary School
64. St. Leonard's Boy's School
65. Eagle Hall Primary School
66. Reynold Weekes Primary School
67. George Lamming Primary School
68. Westbury Primary School
69. Barbados Community College
70. Hindsbury Primary School
71. Wesley Hall Junior School
72. St. Giles Nursery & Primary School
73. Charles F. Broome Primary
74. St. Mary's Primary School
75. Grantley Prescod Primary School
76. Springer Memorial Secondary School
77. Harrison College
78. Government Hill Nursery
79. Parkinson Memorial Secondary School
80. The Irving Wilson School
81. Blackman & Gollop Primary School
82. Wilkie Cumberbatch Primary School
83. St. Michael's School
84. St. Martin's Mangrove Primary School
85. Gordon Walters Primary School
86. Erdiston Nursery & Special School
87. Samuel Jackman Prescod Polytechnic
88. St. David's Boys School
89. The Ann School
90. St. Paul's Primary School
91. Bay Primary School
92. Graydon Sealy Secondary School
93. Thelma Berry Nursery
94. Vauxhall Primary School
95. Deighton Griffith Secondary School
96. St. Bartholomew's Primary School
97. Milton Lynch Primary School
98. Christ Church Girls School
99. St. Lawrence Primary School
100. Christ Church Foundation School
101. Christ Church High School
102. St. Christopher Primary School

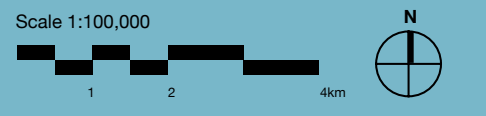
Not Shown on Map:
 Oxnards Nursery School
 St. James Primary School
 Half Moon Fort Primary School
 Luther Thorne Memorial Primary

1. Weston Fire Station
2. St. James Post Office
3. Hometown Police Station
4. Hometown Public Library

5. St. George Post Office
6. Valley Public Library
7. Valley Resource Centre
8. Giebe Police Station

9. Deacons Police Outpost
10. Black Rock Outpost
11. District A Station
12. Eagle Hall Post Office
13. Eagle Hall Public Library
14. New Orleans Police Outpost
15. Bridgetown Cruise Post Office
16. Emerton Community Centre
17. General Post Office
18. Central Police Station
19. Carnegie Library
20. Queen Elizabeth Hospital
21. Sir Winston Scott Polyclinic
22. Welches Road Office
23. Brittons Hill Post Office
24. St. Michael's District Hospital

25. Christ Church Post Office
26. Oistins Public Library
27. Oistins Police Station
28. Oistins Resource Centre



Map 3 Social and Community Facilities

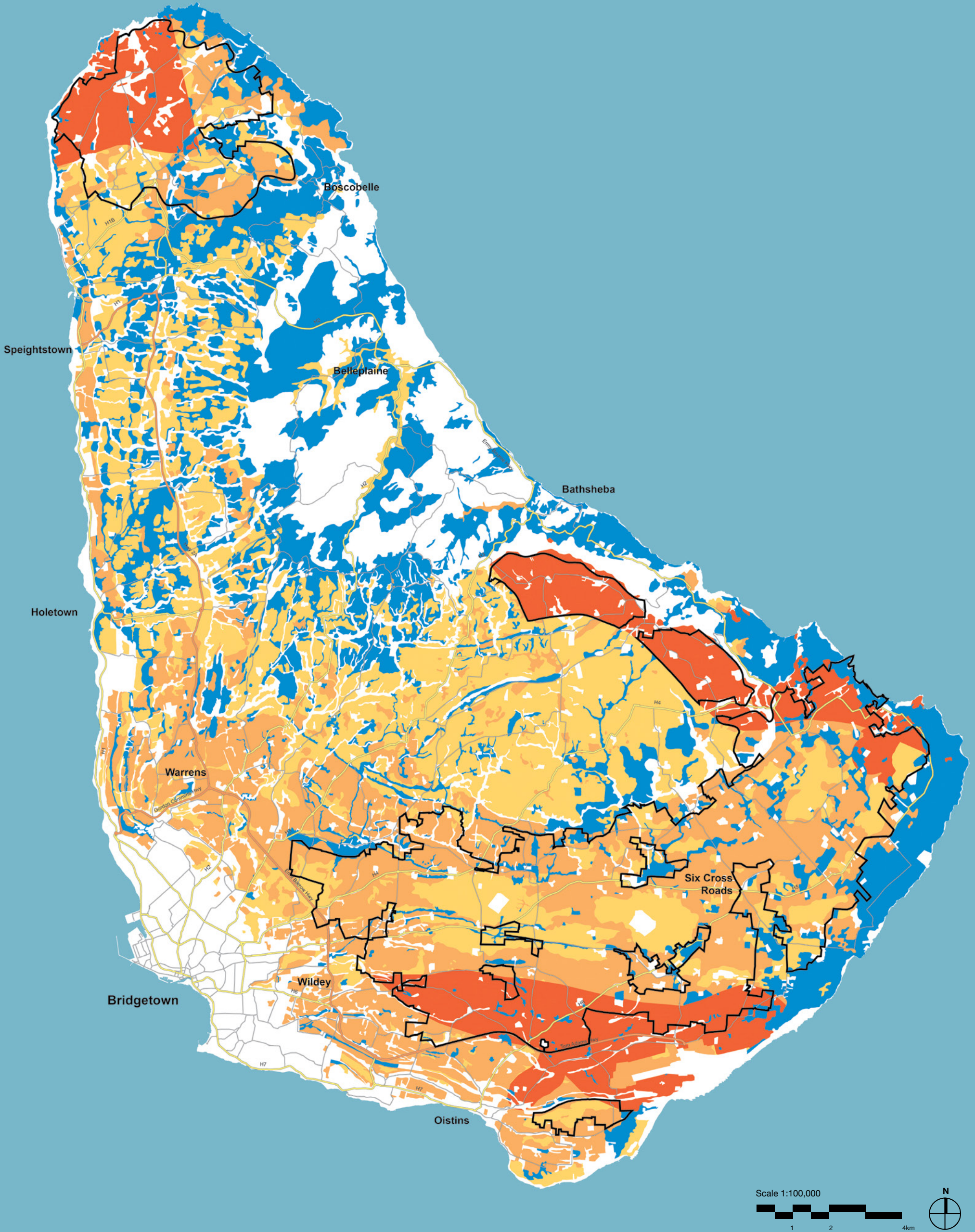
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- Mr. Lionel Nurse
- Mr. Luther Bourne
- Dr. Malcolm Hendry
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- Community Facilities**
- Community Centre (Source: Ecoisle 2017)
 - Police (Source: Ecoisle 2017)
 - Post Office (Source: Ecoisle 2017)
 - Library (Source: Ecoisle 2017)
 - Fire Station (Source: Ecoisle 2017)
 - Ambulance Station (Source: Ecoisle 2017)
 - Parish Boundary
 - School (Source: TCDPO 2017)
 - Religious/Church (Source: TCDPO 2017)
 - Medical (Source: TCDPO 2017)



Map 4 Agricultural Land Classification

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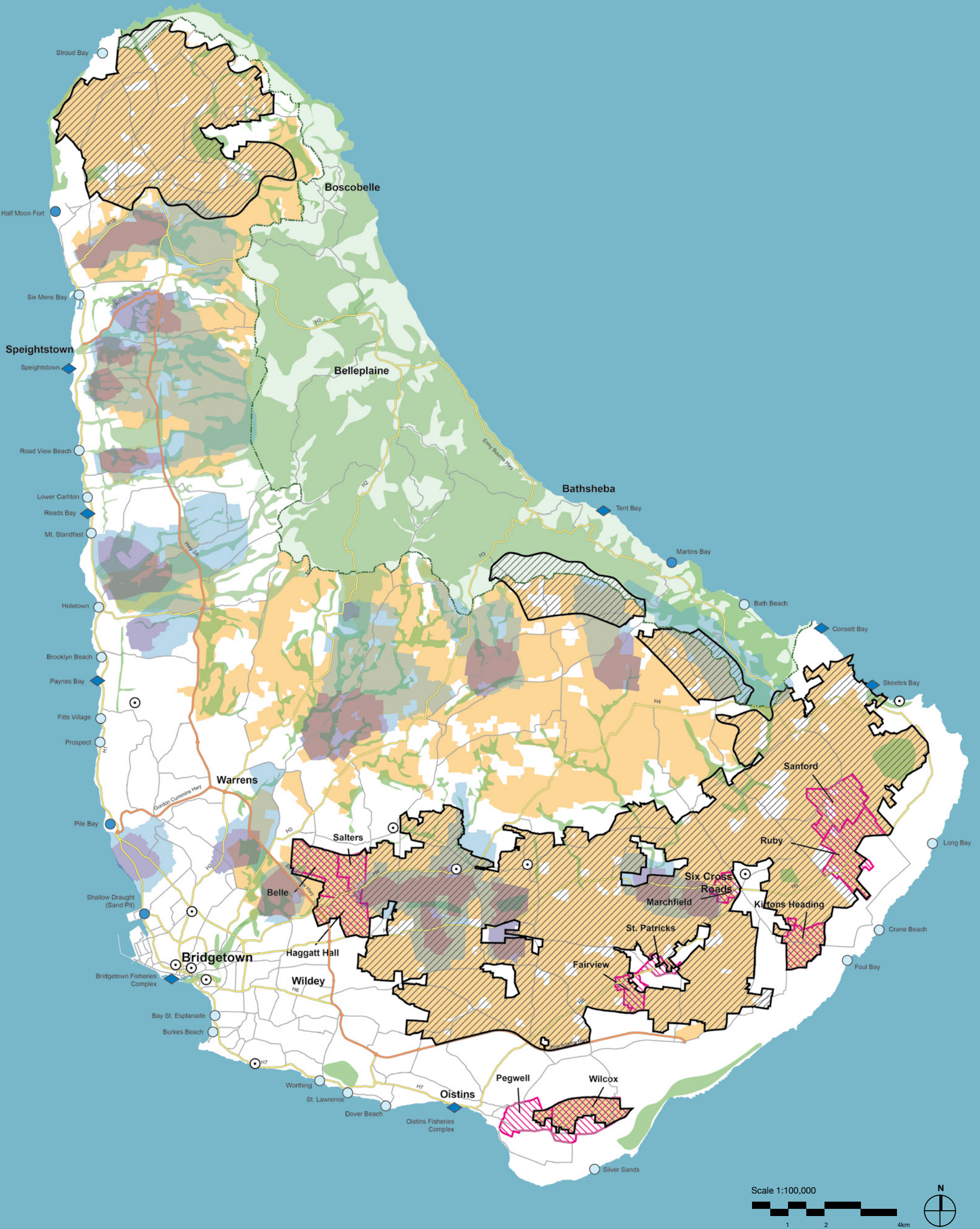


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Legend

- I Super Prime (Source: Area Development Plan, 1998)
- IIa Prime A (Source: Area Development Plan, 1998)
- IIb Prime B (Source: Area Development Plan, 1998)
- III Sub-Prime (Source: Area Development Plan, 1998)
- Soil Protection Overlay (Source: USI, 2016)



Map 5 Food and Agriculture

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- Legend**
- Food and Agriculture
 - National Park
 - Conceptual Natural Heritage System
 - IRDP (Source: TCDPO, 2015)
 - Soil Protection Overlay
 - Ground Water Protection Zone A
(Source: BWA, 2016)
 - Ground Water Protection Zone B
(Source: BWA, 2016)
 - Public Markets

- Fish Landing Sites**
- Primary
 - Secondary
 - Tertiary



- Natural Heritage Conservation Areas (OS2):**
- Land:**
1. Graeme Hall Swamp and Beach
 2. Harrison's Cave Zone of Special Environmental Control
 3. Chancery Lane Swamp
 4. Welchman Hall Gully
 5. Jack in the Box Gully
 6. Drill Hall Beach
 7. Heywoods Mangrove Swamp and Sand Street Beach
 8. Natural Heritage Conservation Area within the National Park
- Marine:**
9. Graeme Hall Seagrass Bed and Reef Ecosystem
 10. Folkestone Marine Reserve
 11. Carlisle Bay Marine Management Area
 12. Rockley Breakwater
 13. Rockley to Carlisle Bay (potential)
 14. Kitridge to Crane Bay
 15. Conset Point
 16. Salt Cave Point to Conset Bay (potential)
 17. Archers Bay to Maycock's Bay (potential)
 18. Folkestone Marine Reserve Extension (potential)

Map 6 Natural Heritage Systems

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- Natural Heritage**
- Forest > 7m (Source: CZMU, 2015)
 - Emerging Forest in National Park 4-7m (Source: CZMU, 2015)
 - Emerging Forest Outside National Park 4-7m (Source: CZMU, 2015)
 - Sand Dunes (Source: PDP, 2003)
 - Status 1 Gullies (GEMS, 2004)
 - Forested Status 1 Gullies (USI, 2017)
 - Lower Constitution River (USI, 2017)
 - Zone A: Exclusion Zone (Source: BWA, 2023)
 - Zone B: Pathogen Management Zone (Source: BWA, 2023)
 - Zone F: Desalination Zone (Source: BWA, 2023)

- Management Areas**
- Coastal Management Area (Source: Coastal Zone Management Plan, 2020)
 - OS2 - Natural Heritage Conservation Area Name (See listing)
 - OS2 - Land (Source: PDP, 2003)
 - OS2 - Marine (Source: PDP, 2003)
 - OS2 - Marine (Source: CZMU, 2017)
 - OS2 - Chancery Lane Natural Heritage Area (Source: PDP, 2003)
 - OS2 - Harrison's Cave Zone of Special Environmental Control (Source: PDP, 2003)
 - OS3 - Coastal Landscape Protection Zone

- Sea Bed Types**
(Source: CZMU, 2017)
- Algae & Hard Bottom
 - Coral Reefs Communities
 - Hard Coral
 - Manmade
 - Rock
 - Sand
 - Seagrass



Map 7 Natural Hazards

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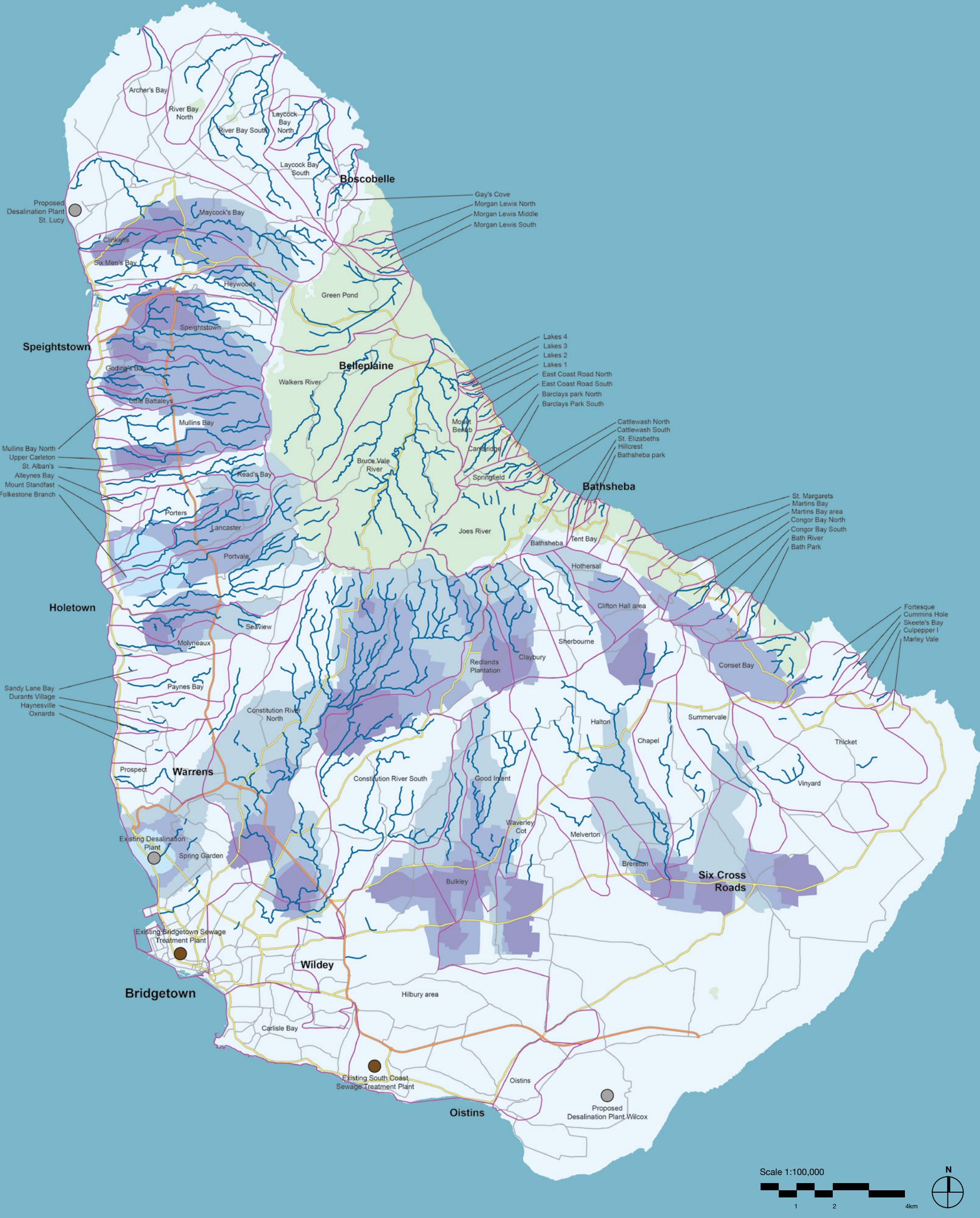


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Legend

- Soil Slippage and Erosion Prone Areas (Source: PDP, 2003)
- Escarpment (Source: PDP, 2003)
- Engineered Floodline Areas (Source: PDP, 2003)
- Observed Flooded Areas (Source: PDP, 2003)
- 100 Year Floodline (Source: CZMU, 2105)
- Status 1 Gullies (GEMS, 2004)



Map 8 Water Resources

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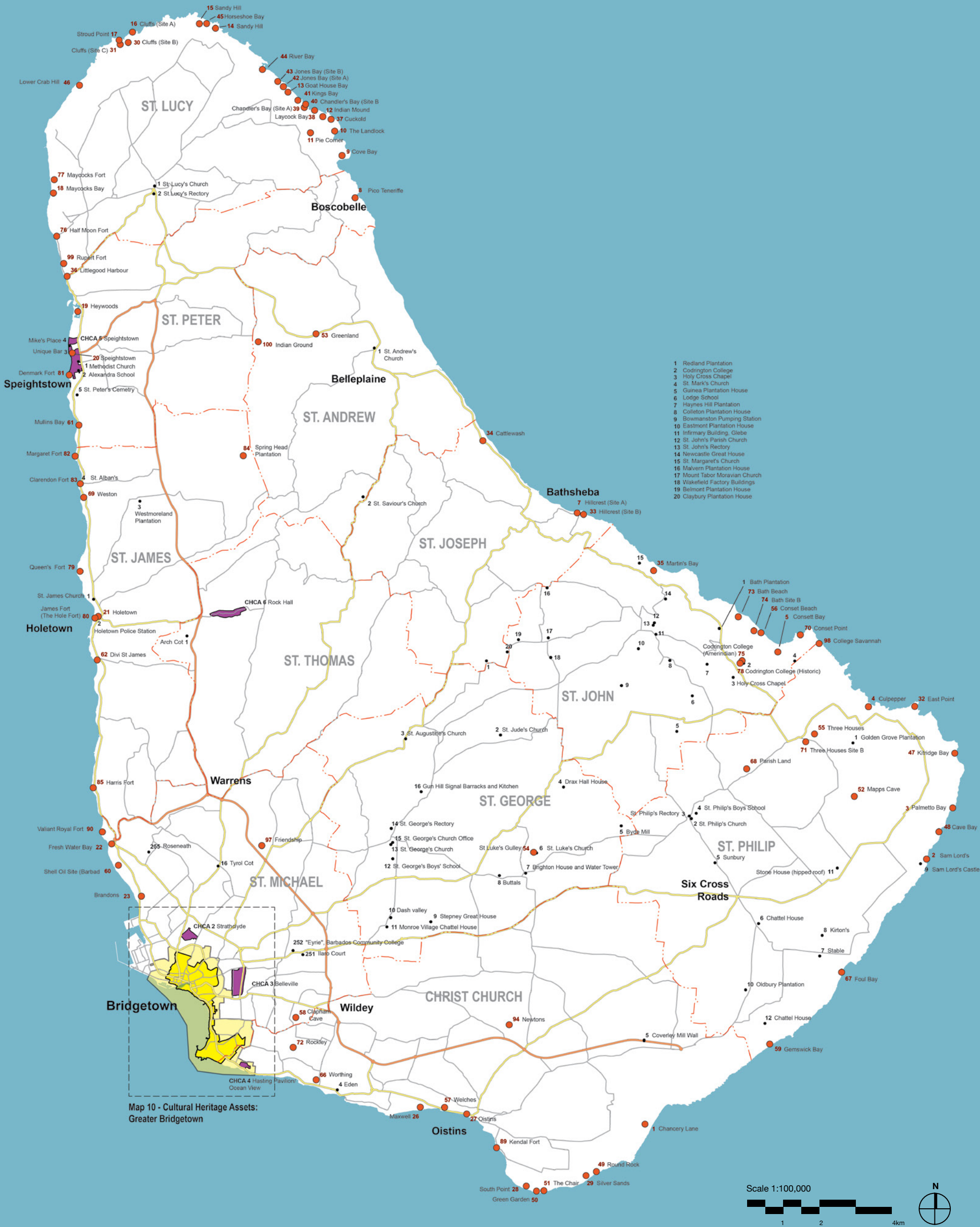
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- Legend**
- Status 1 Gullies (Source: GEMS, 2004)
 - Desalination Plants (Source: USI, 2016)
 - Sewage Treatment Plant (Source: USI, 2016)
 - Gully Catchment Area (Source: GEMS, 2004)
- Groundwater Protection Zone (Source BWA, 2023)**
- Zone A: Exclusion Zone
 - Zone B: Pathogen Management Zone
 - Zone C: Chemical Management Zone
 - Zone D: Aquifer Recharge Contributing Zone
 - Zone E: Non-Recharge Contributing Area
 - Zone F: Desalination Zone



Map 10 - Cultural Heritage Assets: Greater Bridgetown

Map 9 Cultural Heritage Assets

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Legend

- Cultural Heritage Conservation Area: World Heritage Site of Historic Bridgetown and its Garrison (Source: TCDPO, 2015)
- Cultural Heritage Conservation Area Buffer: World Heritage Site of Historic Bridgetown and its Garrison (Source: TCDPO, 2015)
- Cultural Heritage Conservation Area (Source: TCDPO (Now PDD), 2015)
- # Listed Buildings (Source: TCDPO (Now PDD), 2015)
- # Archaeological Areas (Source: TCDPO (Now PDD), 2015)

Cultural Heritage Assets are listed in Appendix C



Map 10 Cultural Heritage Assets: Greater Bridgetown

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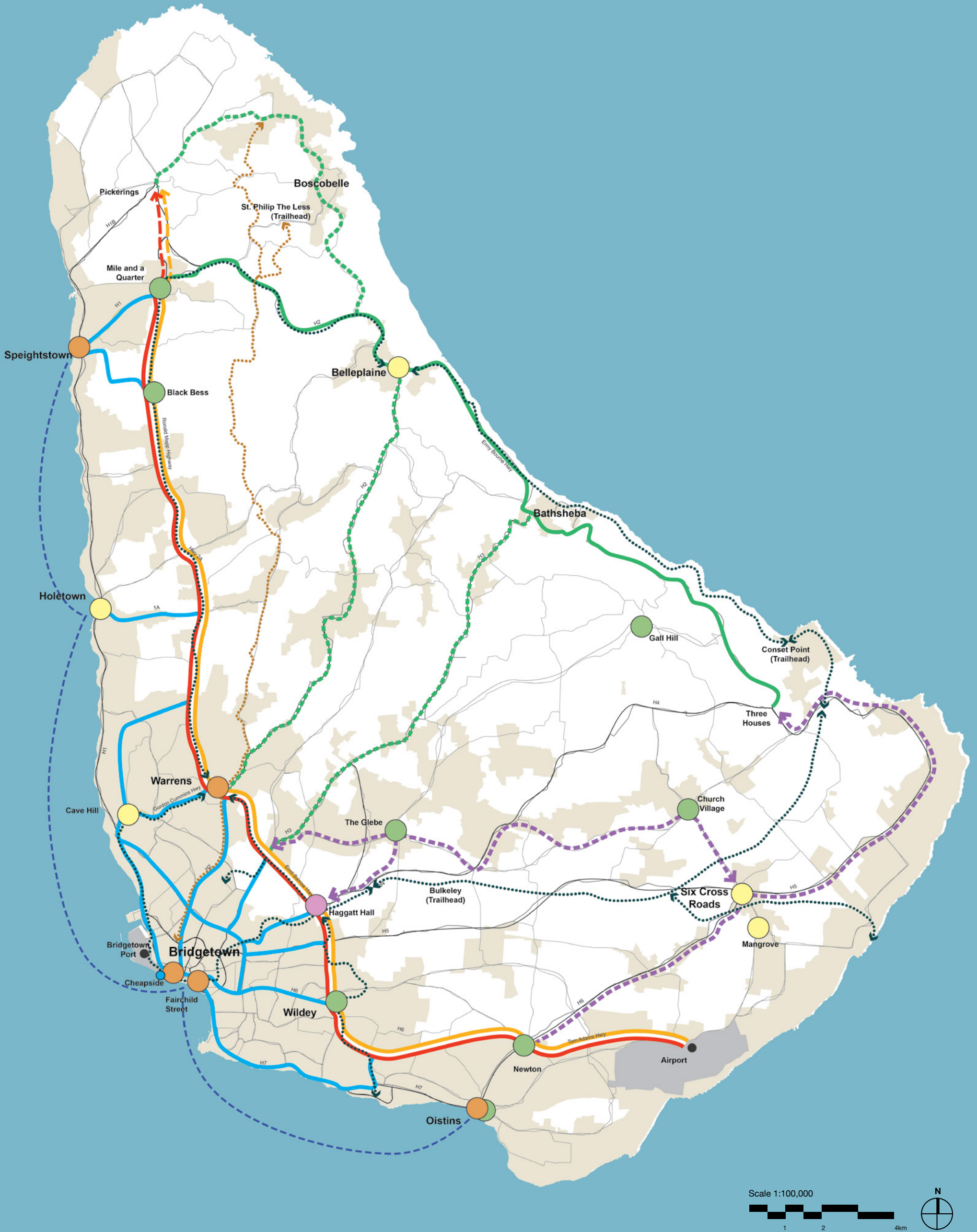


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- Legend**
- Cultural Heritage Conservation Area: World Heritage Site of Historic Bridgetown and its Garrison (Source: TCDDPO 2015)
 - Cultural Heritage Conservation Area Buffer : World Heritage Site of Historic Bridgetown and its Garrison (Source: TCDDPO 2015)
 - Cultural Heritage Conservation Areas (Source: TCDDPO (Now PDD), 2015)
 - # Listed Buildings (Source: TCDDPO (Now PDD), 2016)
 - # Archaeological Areas (Source: TCDDPO (Now PDD), 2016)
 - Tax Parcels with Listed Buildings within the World Heritage Site (Source: USI, 2017)
 - Historic Urban Parks (Source: USI, 2017)

Cultural Heritage Assets are listed in Appendix C



Map 11 Mobility and Accessibility

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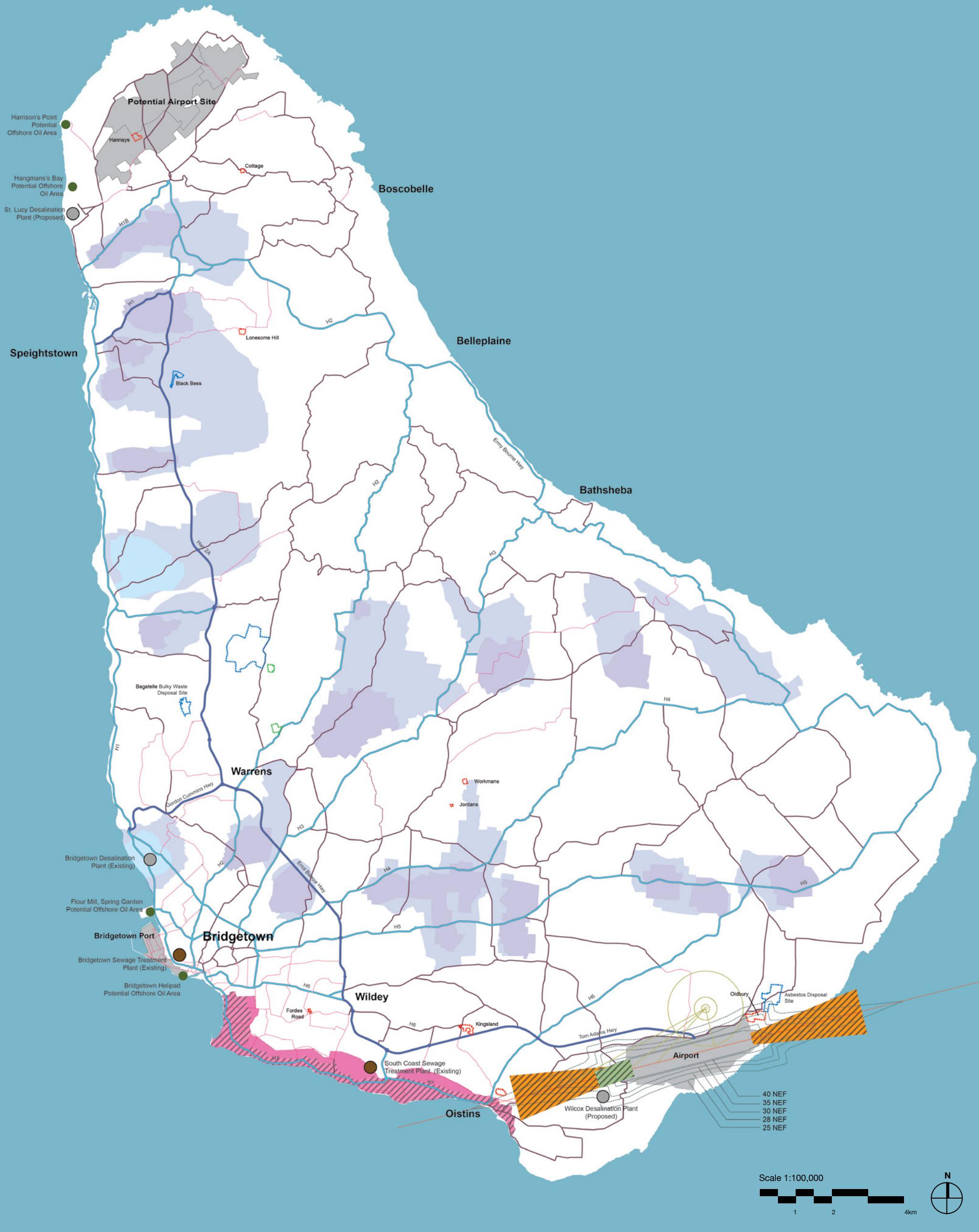


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- Legend**
- ABC Corridor / Ronald Mapp Multi Use Corridor
 - Planned Ronald Mapp Corridor Extension
 - Mobility Strategies for Urban Connectors
 - Mobility Node: Transport Terminal
 - Mobility Node: Park and Ride
 - Mobility Node: Bus Transfer Point
 - Active Transportation Node/Trailhead
 - Bridgetown Helipad
 - International Gateway
 - Improved Roads
 - National Park Route
 - National Scenic Parkway
 - Water Transport / Ferry
 - Trails**
 - Multi-use Trail
 - Old Indian Trail





Map 12 National Infrastructure

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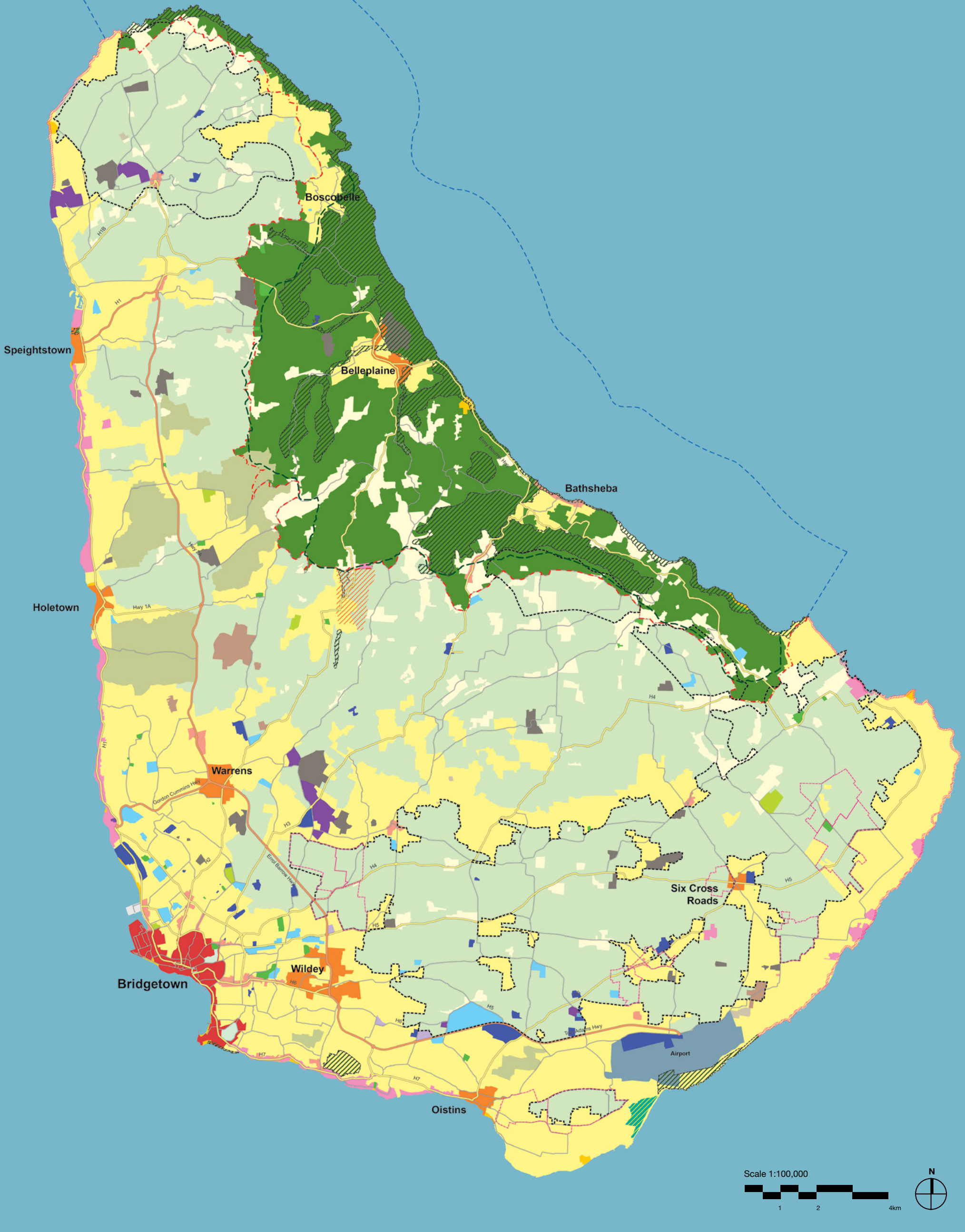
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- Legend**
- ⋯ Active Landfills (Source: USI, 2016)
 - ⋯ Closed Landfills (Source: USI, 2016)
 - ⋯ Recycling (Source: USI, 2016)
 - Collection Area South Coast (Source: PDP, 2003)
 - Proposed Extended Collection Area (Source: PDP, 2003)
 - Zone A: Exclusion Zone (Source: BWA, 2023)
 - Zone B: Pathogen Management Zone (Source: BWA, 2023)
 - Zone F: Desalination Zone (Source: BWA, 2023)
 - International Gateway (Source: USI, 2016)
 - Potential Airport Site (Source: TCDPO (Now PDD), 2003)
 - Bridgetown Sewage Treatment Plant (Source: USI, 2016)
 - Desalination Plants (Source: USI, 2016)
 - Renewable Energy Installation (Source: PDP, 2003)
 - Potential Land Areas Required for Future Offshore Oil and Gas Exploration
 - Class I Special Road (Source: USI, 2016)
 - Class I Road (Source: USI, 2016)
 - Class II Road (Source: USI, 2016)
 - Class III Road (Source: USI, 2016)
 - Airport Controlled Activity Area (Source: PDP, 2003)
 - Approach and Takeoff Area (Source: PDP, 2003)



Map 13 Land Use

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Land Use Designations (Source: USI, 2016)

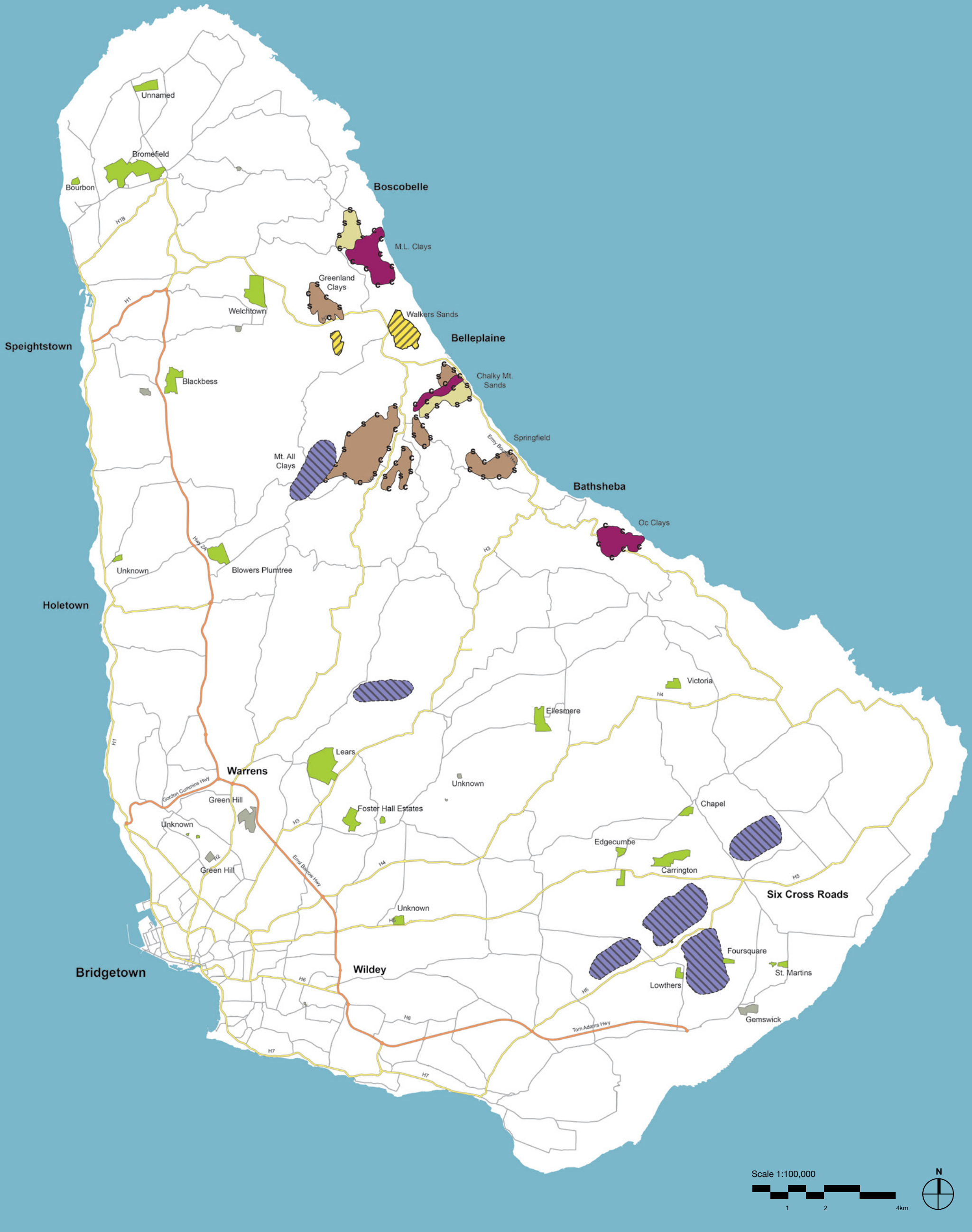
- Community Plan Area: Bridgetown
- Community Plan Area: Regional Centre
- Shopping Centre
- Mixed Use
- Predominantly Residential
- Employment
- Institutional
- Special Industry
- Resource Extraction
- Golf Course
- Major Recreational
- Tourism
- Rural Settlement
- Food and Agriculture
- Landfill (Open/Closed)

Parks and Open Space System (Source: PDP, 2003)

- OS1 - National Park (Food and Agriculture)
- OS2 - Natural Heritage Conservation Areas:
- Land
- Harrison Cave Zone of Special Environmental Control
- Chancery Lane Natural Heritage Conservation Area
- OS3 - Coastal Landscape Protection Zone
- OS4 - Public Parks and Open Spaces
- Coastal Beach Park
- Historic Urban Parks
- Recreational Park

National Infrastructure (Source: PDP, 2003)

- Airport
- Port
- Policy Areas (Source: PDP, 2003)**
- IRDP Area
- Soil Protection Overlay
- National Park Boundary
- National Park: Marine Boundary
- Scotland District



Map 14 Resource Extraction

October 2023

Physical Development Plan Amended (2023)

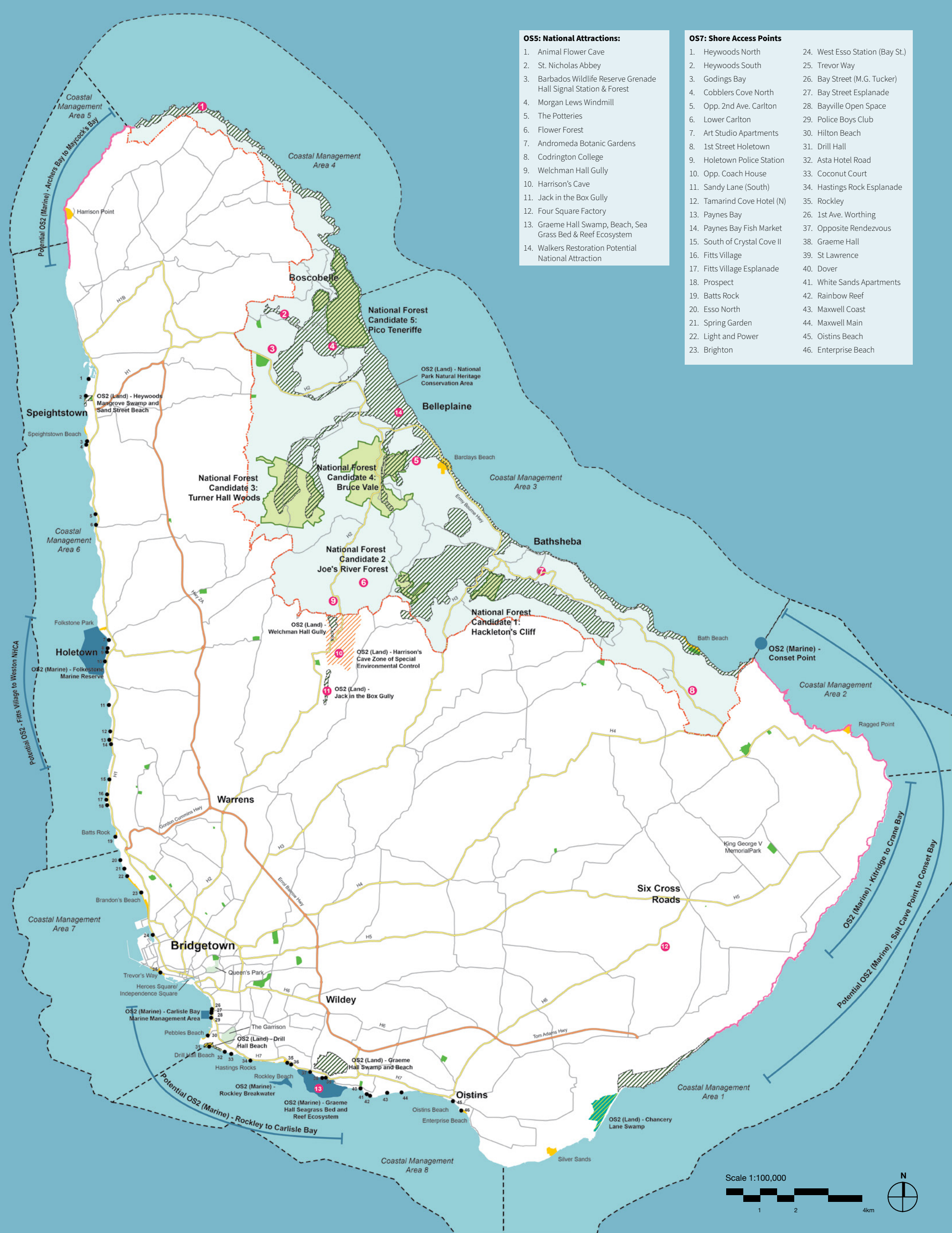


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- Existing Resource Extraction**
- Existing Limestone Quarry (Source: Hyrdoterra, 2016)
 - Closed Quarry (Source: Hyrdoterra, 2016)
 - Sand / Clay Mine (Source: Hyrdoterra, 2016)
 - Natural Gas / Oil (Source: Hyrdoterra, 2016)
- Potential Resource Extraction**
- Clay (Source: PDP, 2003)
 - Sand (Source: PDP, 2003)
 - Sand and Clay (Source: PDP, 2003)

Mapping of resource extraction sites is conceptual and actual location and size of resources may have evolved. The mapping is based on best available information of existing and potential resource extraction areas (Hydroterra, 2016 and PDP, 2003) at the time of this document, and is subject to change upon availability of updated data.



- OSS: National Attractions:**
1. Animal Flower Cave
 2. St. Nicholas Abbey
 3. Barbados Wildlife Reserve Grenade Hall Signal Station & Forest
 4. Morgan Lews Windmill
 5. The Potteries
 6. Flower Forest
 7. Andromeda Botanic Gardens
 8. Codrington College
 9. Welchman Hall Gully
 10. Harrison's Cave
 11. Jack in the Box Gully
 12. Four Square Factory
 13. Graeme Hall Swamp, Beach, Sea Grass Bed & Reef Ecosystem
 14. Walkers Restoration Potential National Attraction

- OS7: Shore Access Points**
- | | |
|------------------------------|---------------------------------|
| 1. Heywoods North | 24. West Esso Station (Bay St.) |
| 2. Heywoods South | 25. Trevor Way |
| 3. Godings Bay | 26. Bay Street (M.G. Tucker) |
| 4. Cobblers Cove North | 27. Bay Street Esplanade |
| 5. Opp. 2nd Ave. Carlton | 28. Bayville Open Space |
| 6. Lower Carlton | 29. Police Boys Club |
| 7. Art Studio Apartments | 30. Hilton Beach |
| 8. 1st Street Hometown | 31. Drill Hall |
| 9. Hometown Police Station | 32. Asta Hotel Road |
| 10. Opp. Coach House | 33. Coconut Court |
| 11. Sandy Lane (South) | 34. Hastings Rock Esplanade |
| 12. Tamarind Cove Hotel (N) | 35. Rockley |
| 13. Paynes Bay | 36. 1st Ave. Worthing |
| 14. Paynes Bay Fish Market | 37. Opposite Rendezvous |
| 15. South of Crystal Cove II | 38. Graeme Hall |
| 16. Fitts Village | 39. St Lawrence |
| 17. Fitts Village Esplanade | 40. Dover |
| 18. Prospect | 41. White Sands Apartments |
| 19. Batts Rock | 42. Rainbow Reef |
| 20. Esso North | 43. Maxwell Coast |
| 21. Spring Garden | 44. Maxwell Main |
| 22. Light and Power | 45. Oistins Beach |
| 23. Brighton | 46. Enterprise Beach |

Map 15 Barbados System of Parks and Open Spaces

October 2023

Physical Development Plan Amended (2023)

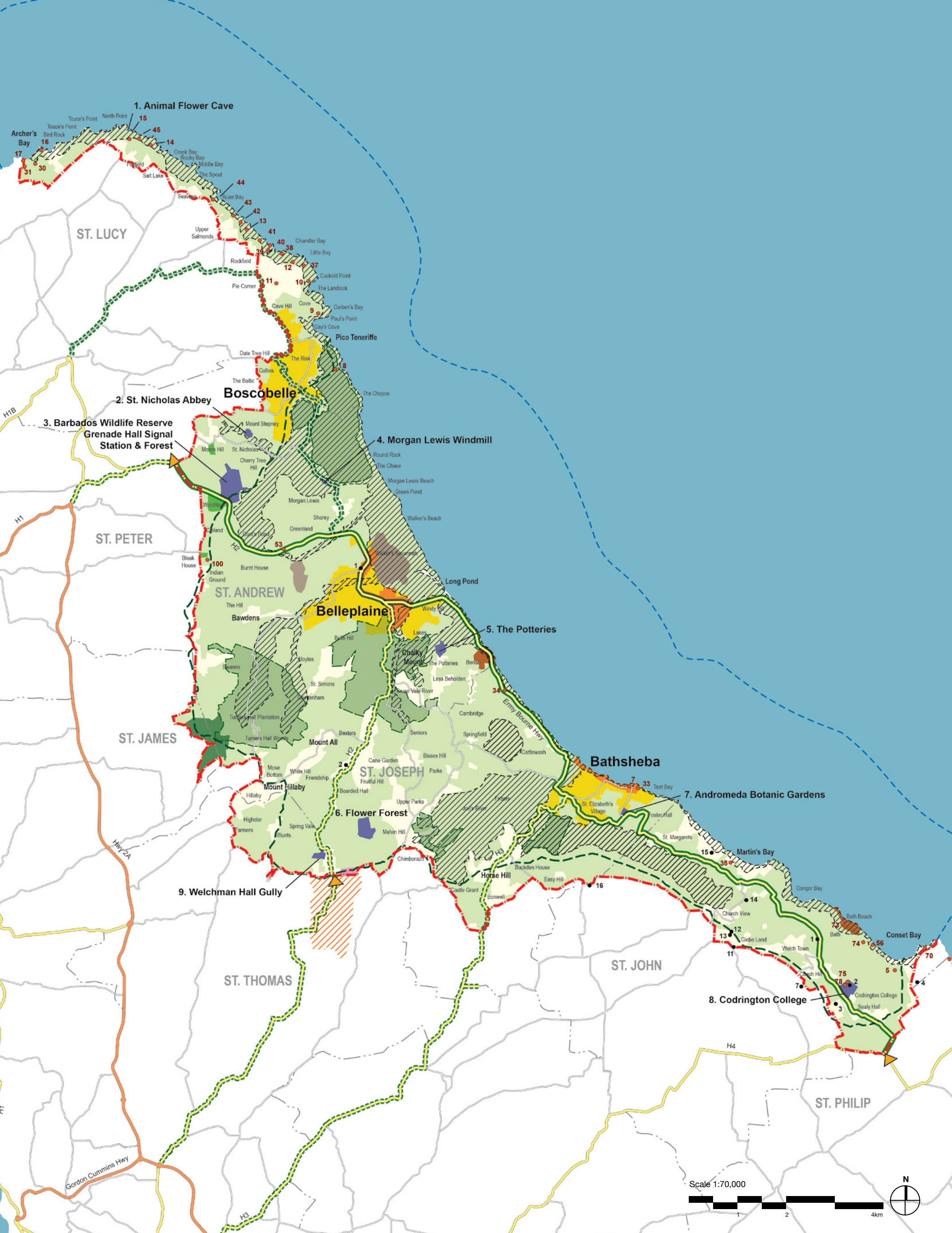


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- Legend**
- OS1: Barbados National Park IUCN Category 5: Protected Landscape / Seaside (Source: PDP, 2003)
 - OS2 - Natural Heritage Conservation Area (Source: PDP, 2003)
 - Land
 - Marine
 - Harrison's Cave Zone of Special Environmental Control
 - Chancery Lane Natural Heritage Area
 - OS3 - Coastal Landscape Protection Zone (Source: USI, 2016)
 - OS4 - Public Parks and Open Spaces (Source: PDP, 2003)
 - Historic Urban Park
 - Coastal / Beach Park
 - Recreational Park
 - OS5 - National Attractions (Source: PDP, 2003)
 - OS6 - Barbados National Forest Candidate Site (Source: PDP, 2003)
 - OS7 - Shore Access Points (Source: PDP, 2003)

The location of Shore Access Points were mapped based on best available data in 2017, and is subject to change upon availability of updated data.



Map 16 National Park Plan: Land Use

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Land Use Designation

(Source: USI, 2016)

- Community Plan Area
- National Park Village
- National Park Settlement
- Food and Agriculture
- Resource Extraction
- Golf Course
- Tourism

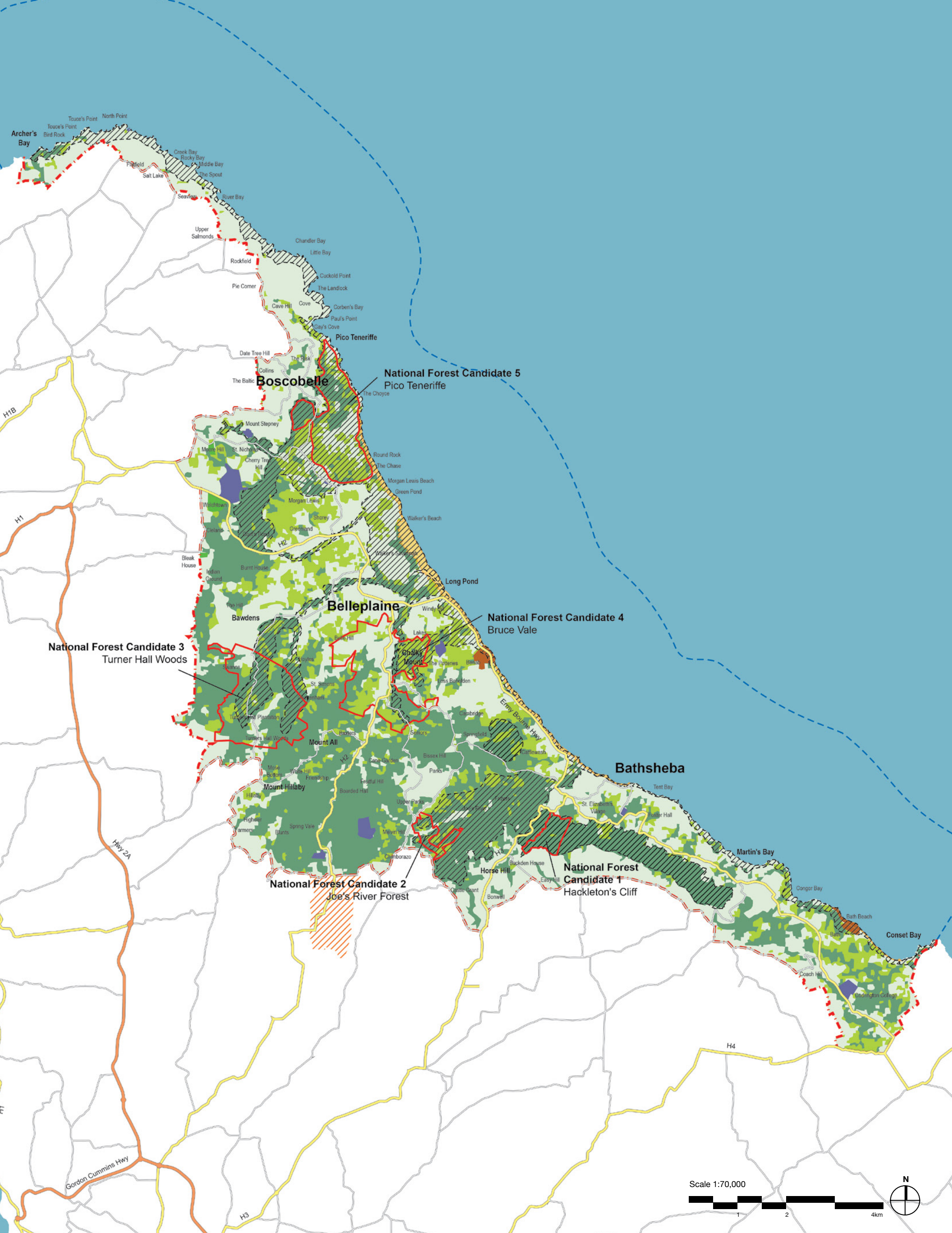
Parks and Open Space System

(Source: PDP, 2003)

- OS1 - National Park Boundary
- OS2 - Natural Heritage Conservation Area
- OS2 - Harrison's Cave Zone of Special Environmental Control
- OS4 - Public Parks and Open Spaces:
 - Coastal Beach Park
 - Recreational Park
- OS5 - National Attractions
- OS6 - Barbados National Forest Candidate Site

- National Park Route
- National Scenic Parkway
- Listed Building (Source: TCDDO (Now PDD), 2016)
- Archaeological Area (Source: TCDDO (Now PDD), 2016)
- National Park Entry Points
- Parish
- National Park Marine Boundary
- Scotland District

*Cultural Heritage Assets are listed in Appendix C



Map 17 National Park Plan: Natural Heritage

October 2023

Physical Development Plan Amended (2023)



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Parks and Open Space System

(Source: PDP 2003)

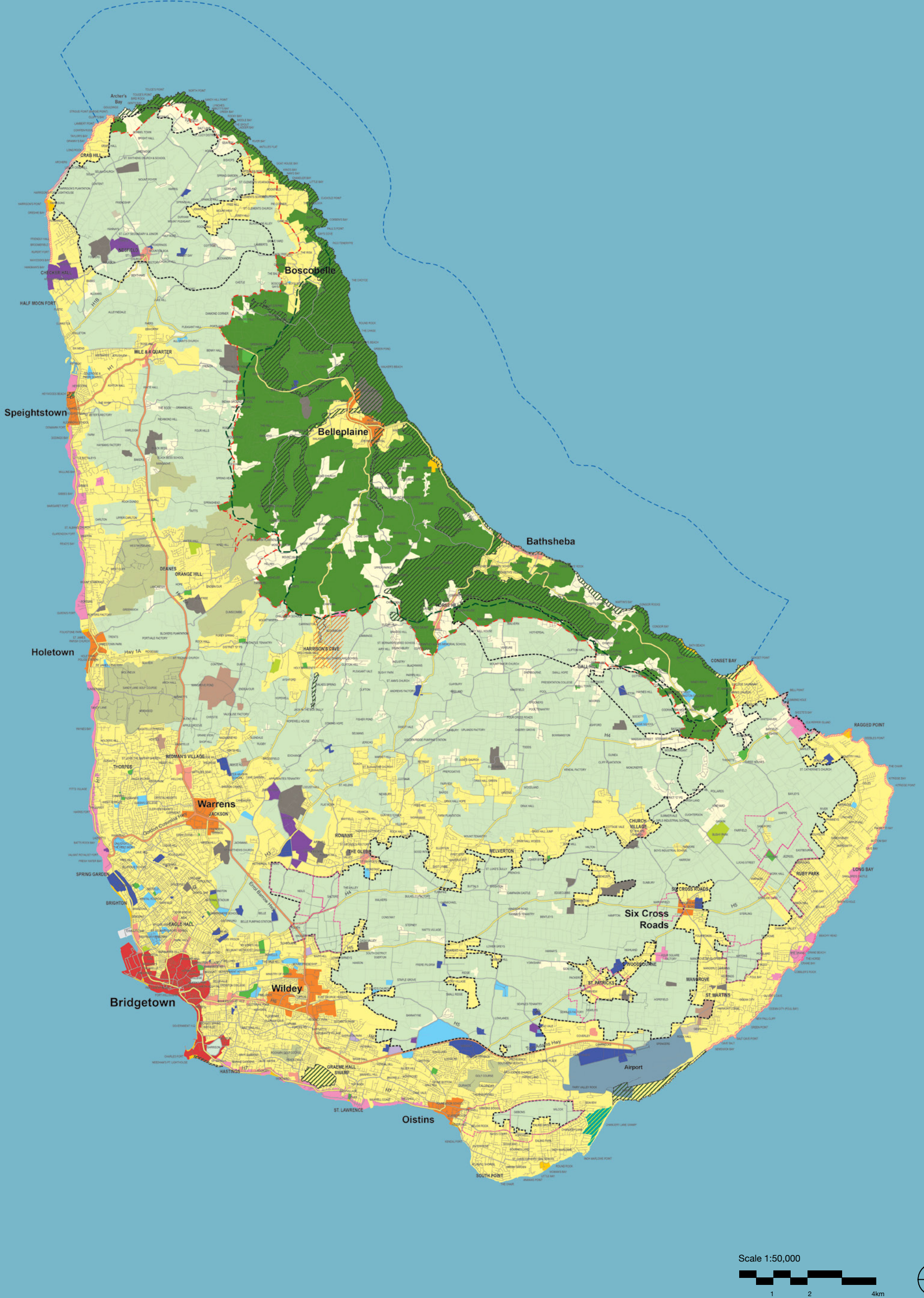
- OS1 - National Park Boundary
- OS2 - Natural Heritage Conservation Area
- OS2 - Harrison's Cave Zone of Special Environmental Control
- OS4 - Public Parks and Open Spaces
- Coastal Beach Park
- Recreational Park
- OS5 - National Attractions
- OS6 - Barbados National Forest Candidate Site

Scale 1:70,000



Natural Heritage

- Emerging Forest (4m to 7m) (Source: CZMU 2016)
- Existing Forest (Greater than 7m) (Source: CZMU 2016)
- Beach (Source: PDP, 2003)
- National Park Marine Boundary



Land Use Plan

October 2023

Physical Development Plan Amended (2023)



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Land Use Designations (Source: USI, 2016)

- Community Plan Area: Bridgetown
- Community Plan Area: Regional Centre
- Shopping Centre
- Mixed Use
- Predominantly Residential
- Employment
- Institutional
- Special Industry
- Resource Extraction
- Golf Course
- Major Recreational
- Tourism
- Rural Settlement
- Food and Agriculture
- Landfill (Open/Closed)

Parks and Open Space System (Source: PDP, 2003)

- OS1 - National Park (Food and Agriculture)
- OS2 - Natural Heritage Conservation Areas:
- Land
- Harrison Cave Zone of Special Environmental Control
- Chancery Lane Natural Heritage Conservation Area
- OS3 - Coastal Landscape Protection Zone
- OS4 - Public Parks and Open Spaces
- Coastal Beach Park
- Historic Urban Parks
- Recreational Park

National Infrastructure (Source: PDP, 2003)

- Airport
- Port
- Policy Areas (Source: PDP, 2003)
- IRDP Area
- Soil Protection Overlay
- National Park Boundary
- National Park: Marine Boundary
- Scotland District

Scale 1:50,000





B
Glossary

The following glossary provides definitions and clarifications for key terms used throughout the PDP. In cases where there are conflicts with definitions in the Planning and Development Act (2019), as amended, the definitions of the Act shall prevail.

100 Year Floodline

Landward boundary of area identified as at risk of flooding due to storm surge during a 1 in 100 year weather event. The 100 Year Floodline areas have been identified through the Feasibility Studies on Coastal Conservation project in 1995 and are subject to further refinements based on current work being undertaken by CZMU.

ABC/Ronald Mapp Corridor

See **Island Settlement Structure**

Accessibility

Refers to the overall difficulty in getting from an origin to a destination. Accessibility involved both mobility (movement) and proximity (land use). Increasing the ease of travel and mixing uses in higher density areas both allow for easier access to goods, services, work and school.

Active Transportation

Any mode of human-powered transportation, including walking, running, cycling, using a wheelchair or skateboarding.

Active Uses

Land uses that generate a high level of activity, in particular pedestrian movements. Active uses generally include commercial and community uses. Active uses within adjacent buildings are effective in creating animation in streets and open spaces.

Adaptive Reuse

The reuse of an existing structure for a purpose other than what it was built for, for example, use of a plantation house as a bed and breakfast.

Adjacent

A property that is contiguous or directly across a public right of way.

For the purposes of the the cultural heritage policies

in Section 2.2.5: Lands adjoining a property on the Barbados Register of Historic Places or lands that are directly across from and near to a property on the Barbados Register of Historic Places and separated by land used as a private or public road, highway, street, lane, trail, right-of-way, walkway, green space, park and/or easement, or an intersection of any of these; whose location has the potential to have an impact on a property on the Barbados Register of Historic Places.

Age-Friendly Community

In an age-friendly community, policies, services and structures related to the physical and social environment are designed to support and enable older people to “age actively” – that is, to live in security, enjoy good health and continue to participate fully in society.

Agricultural Impact Assessment

Study to determine the impacts of a proposed development on or incompatibilities with nearby agricultural uses. Requirements for Agricultural Impact Assessments are described in Section 5.

Agricultural Impact Statement (scoped)

A description of the potential for proposed development to affect agricultural uses and determine if a full Agricultural Impact Assessment is required. Requirements for Scoped Agricultural Impact Statements are described in Section 5.

Alteration

Any change to a property on the Heritage Register in any manner including its restoration, renovation, repair or disturbance, or a change, demolition or removal of an adjacent property that may result in any change to a property on the Heritage Register.

Archaeological Areas

Identified locations where buried cultural heritage assets may be located. Archaeological Areas are shown on Maps 9 and 10.

Backlotting

A condition where only the rear yards of properties front a street, often resulting in a series of blank fences framing the public realm.

Barbados Register of Historic Places

The Barbados Register of Historic Places will list and describe all cultural heritage assets that are formally recognised for their cultural heritage value and include statements of significance that explain their heritage values and character-defining elements. Heritage assets include:

- Buildings and structures;
- Historic urban parks;
- Cultural landscapes;
- Districts or clusters of buildings;
- Industrial sites;
- Cultural spaces and areas;
- Sacred spaces; and
- Visual perspectives.

Building Line

An imaginary line or lines at a specified distance from and parallel to the centre line of a road which demarcates that area on one or both sides of the centre line of the road within which no building, other than such fences, walls or gates as may be permitted, may be erected.

Bus Transfer Point

Location of several bus stops and the convergence of transport routes designed to ensure safe, weather protected areas for passengers.

Climate Crisis Adaptation

Responses that attempt to reduce vulnerability to the effects of the climate crisis and enhance resiliency. Inherent in this definition is an acknowledgment that impacts from the climate crisis will occur and must be addressed. Efforts may be localised, such as installing technology or materials that can withstand predicted impacts or adjusting practices so that impacts are reduced. Efforts may also focus on increasing adaptive capacity, such as reducing poverty or improving education and information provision.

Coastal Landscape Protection Zone

OS3 within the Barbados System of Parks and Open Spaces. Applies to two coastal areas outside of the National Park which still exhibit a natural character and have unique physical attributes.

Coastal Zone Management Area

The landward boundary of the Coastal Zone Management Area follows the main coastal road or the limit of the 100-year storm surge flood area, whichever is further inland. The seaward boundary lies along the 100-metre depth contour except on the Caribbean coast, where the boundary lies beyond the bank reefs at the 200-metre depth contour.

Community Core

The commercial, residential and cultural heart and central places of Barbados, providing the most dense concentration of people, buildings and activities. Strengthening the cores strengthens the entire region, as the cores provide services far beyond their borders.

Community Improvement Area

Districts which require specific attention in order to improve and enhance their physical characteristics. Community Improvement Areas may include underutilised and poorly maintained residential neighbourhoods, underutilised public lands, and underutilised and poorly maintained open spaces. Community improvement opportunities focus on improvements to publicly owned land and facilities such as roads, sidewalks, street lighting, landscaping and associated public policies to improve the built environment.

Complete Community

Settlement that meets all the needs of residents' daily lives, including a range of housing types, diverse job opportunities, provision of goods and services, and community infrastructure like schools, healthcare, and recreational and open spaces. Complete communities are walkable, and provide easy access to public transportation. Complete communities are places where everyone, from children to seniors, can live a fulfilling life.

Comprehensive Disaster Management

Comprehensive Disaster Management is an integrated approach to disaster management. It is viewed as the management of all hazards through all phases of the disaster management cycle (prevention and mitigation, preparedness, response, recovery and rehabilitation). It involves the public and private sectors, as well as all segments of civil society and the general population. (CDEMA).

Core Asset

Core Assets are integral to the long-term prosperity of the island. Core assets include prime agricultural lands, the natural heritage system, water resources, the National Park, cultural heritage assets and community cores where services and amenities that support Barbadians' daily needs are focused.

Cultural Heritage

The legacy of physical artefacts and intangible attributes of a group or society that are inherited from past generations, maintained in the present and bestowed for the benefit of future generations. Cultural heritage assets may include archaeological assets or areas, built heritage, cultural heritage landscapes, underwater and intangible heritage.

Cultural Heritage Asset

Cultural Heritage assets consist of buildings, conservation areas, terrestrial and marine archaeological resources, and intangible heritage assets that attract residents and tourists.

Cultural Heritage Conservation Areas

Cultural Heritage Conservation Areas represent a contemporary approach to achieving heritage conservation goals while integrating heritage as part of the life of the community. They consist of the buildings, landscapes, cultural spaces, archaeological resources, important views, and other contributing elements that define the unique and character defining elements of the community.

Development

The carrying out of building, engineering, mining or other operations in, on, over or under any land, the making of any material change in the use of any buildings or other land or the sub-division of land. (The Planning and Development Act (2019) as amended "Meaning of Development")

Development (major)

Major development includes:

- Erection of 10 or more houses simultaneously
- Development in excess of 10,000 square feet
- Restaurants with seating of over 100 persons or in excess of 2,500 square feet
- Hotels
- National Civil Works

Disaster Risk Reduction

Disaster risk reduction is aimed at preventing new and reducing existing disaster risk and managing residual risk, all of which contribute to strengthening resilience and therefore to the achievement of sustainable development. The United Nations endorsed Sendai Framework for Disaster Risk Reduction 2015-2030, aims to achieve "The substantial reduction of disaster risk and losses in lives, livelihoods and health and in the economic, physical, social, cultural and environmental assets of persons, businesses, communities and countries".

Engineered Floodline Areas

The boundaries of Engineered Floodline Areas have been determined through detailed engineering analysis and represent the boundaries of a 20-year flood event and 50 year flood event for engineered works.

Environmental Impact Assessment

Study to determine the impacts of a proposed development on identified components of the Natural Heritage System and the environment and social context generally. Requirements for Environmental Impact Assessments are described in Section 5.

Environmental Impact Statement (targeted)

A description of the potential for a proposed development to affect the environment and social context used to determine if a full Environmental Impact Assessment is required. Requirements for Targeted Environmental Impact Statements are described in Section 5.

Erosion Prone Areas

Areas that are prone to erosion and soil slippage, delineated on Map 7: Natural Hazards. In addition, there are areas designated in the Coastal Zone Management Plan (identified through shoreline change studies, etc) as erosion prone.

Fine-Grained Street Network

A network of smaller streets and blocks, typically in a grid pattern, which results in a high degree of walkability.

Fish Landing Site – Primary (fish market)

Managed by the Markets Division, primary sites have the characteristics and amenities of a fish market. Facilities include: enclosed processing area, vending stalls, chill or cold storage rooms, ice machine, bathroom facilities, fuel stations and a nearby boatyard and haul-out area. Catch and effort data, fish prices, fish tolls and stall rental fees are collected.

Fish Landing Site – Secondary (shed)

Managed by the Fisheries Division, secondary sites have the characteristics and amenities of a fishing shed. Facilities include: an open shed for processing and vending, with water and electricity connections.

Fish Landing Site – Tertiary (beach)

Tertiary sites have no processing facilities, though some may have water and electricity connections. Landings mainly occur on weekends.

Flood Susceptible Area

An area that is particularly at risk of flooding. There are three categories of flood susceptible areas: **Engineered Floodline Areas**, **Observed Flooded Areas**, and **100 year Floodline Areas**. Each category has specific development requirements, as outlined in Section 2.2.3.

Food Production Zones

A concept proposed in the National Agricultural Policy for the purpose of:

- Mobilising a group of modern farmers who are committed to agriculture and food production;
- Achieving a measure of food security by reserving lands for food production; and
- Acting as the nuclei of agricultural activity to stimulate agricultural production.

Food Security

A situation that exists when people have secure access to sufficient amounts of safe and nutritious food for normal growth, development and an active and healthy life. Food insecurity may be caused by the unavailability of food, insufficient purchasing power, inappropriate distribution, or inadequate use of food at the household level. (FAO)

Food Sovereignty

Refers to national self-sufficiency in a country's food production, processing and distribution system. A nation with food sovereignty does not need to rely on imports to meet the needs of its population.

Green and Blue Economy

An integrated production, distribution, consumption and waste assimilation system that, at its core, reflects the fragility of our small island ecosystems as the basis for natural resource protection, policy intervention, business and investment choice, human development programming, and for the facilitation of export market development strategies. (Government of Barbados)

Groundwater Protection Zones

Barbados has been divided into five Groundwater Protection Zones (A-E) based on the time of travel to existing Barbados Water Authority wells.

Growth Management Framework

The Growth Management Framework supports sustainable development by identifying five distinct areas across the island based on their characteristics and primary roles in managing growth:

- **Community Cores** are the most dense, most mixed use places on the island, often with a significant concentration of historic urban fabric
- **The Urban Corridor** is characterized by a mix of uses and densities, multiple public transport routes, services, retail, and employment distributed along corridors and in centres, and a high potential for efficient delivery of infrastructure. The urban corridor is located from Checker Hall to Ragged Point, extending inland with contiguous development along main routes. Development along the corridor may take the form of infill, intensification and reinvestment.
- **The Stable Suburban Area** is predominantly residential, characterized by low densities, auto-dependence, limited public transport and few amenities and services. These areas have modest potential for efficient delivery of infrastructure, and should not be the focus of intensification beyond infill development and minimal rounding out of existing settlement areas subject to criteria. Stable suburban areas are located in St. George Valley, National Park Villages and in general non-contiguous development across the island.

- **The Rural Working Landscape** is a predominantly rural area dominated by food, agriculture, natural resources and pockets of rural settlements.
- **The Barbados National Park** has as its basis an IUCN Category 5 Protected Landscape/Seascape designation. It has a distinct characteristic of ecosystems, agriculture and settlements which co-exist within the protected landscape.

Greywater

The relatively clean wastewater from baths, sinks, washing machines, and other kitchen appliances, which, though not potable, is safe for other domestic uses.

Gullies – Forested

Gullies with closed forest (>60% cover) and open forest (25% to 60%), as defined by the Gully Ecosystem Management Study Report on the Biodiversity Conservation Component (2012). Forested gullies are important for various reasons including biodiversity and species at risk conservation, the maintenance of important hydrologic functions (e.g., promotion of infiltration, runoff delay and retention), as sources of renewable woodland resources, opportunities for recreation use and employment.

Gullies – Other

Other gullies exist on the landscape that are not forested (i.e., scrub and grassland, as defined by the Gully Ecosystem Management Study Report on the Biodiversity Conservation Component (2012)). Non-forested gullies can still contribute to important features and functions. These areas also represent significant ecological restoration opportunities. The reforestation of some or all of these features will increase their ecological importance and functional contributions to flood alleviation and the protection of the country's potable water reserves.

Healthy Community

Communities that foster the quality of life for all people who live, work, worship, learn and play within their borders — where every person is free to make choices amid a variety of healthy, available, accessible and affordable options. Healthy communities encourage physical activity and social interaction with infrastructure for active transportation and well-designed open spaces.

Heritage Impact Assessment

Study to determine the impact of proposed development to a Cultural Heritage Asset. Requirements for Heritage Impact Assessments are described in Section 5.

Heritage Impact Statement (scoped)

A description of the potential for proposed development to affect a Cultural Heritage Asset and determine if a full Heritage Impact Statement is required. Requirements for Scoped Heritage Impact Statements are described in Section 5.

Initial Environmental Evaluation

A preliminary level of environmental impact assessment conducted primarily by using available information.

Intangible Heritage

The practices, expressions and knowledge – along with the objects or spaces associated, with them – that are a part of Barbadian culture. Intangible cultural heritage is often associated with arts, traditional craftsmanship or social rituals or events. Examples include traditional fishing and boatbuilding practices and the Landship.

Integrated Water Resources Management

Integrated Water Resources Management (IWRM) is the process of managing human activities and natural resources on a watershed basis. This approach allows for the protection of important water resources, while at the same time addressing critical issues such as the current and future impacts of rapid growth and climate change.

International Gateway Node

See **Island Settlement Structure**

Integrated Rural Development Programme

A programme that offers an irrigation service and infrastructural development to farmers at subsidised rates.

Intensive Agriculture

Intensive farming yields higher levels of output per land area than traditional agriculture and is therefore more appropriate within urban settings.

Intensification

The development of a property, site or area at a higher density than currently exists, through development, redevelopment, infill and expansion or conversion of existing buildings.

Island Settlement Structure

Establishes different types of centres, nodes and corridors across the island to promote efficient, compact and orderly development. Each type has specific growth and development directions.

- **National Centre**

The most urban, diverse, dense and commercially, institutionally and culturally rich centre in Barbados. The National Centre acts as a dense hub of activity and services for the Bridgetown community and the entire nation.

- **Regional Centre**

Traditional and planned communities that contain a mix of office, retail, light industrial, tourism and institutional uses at a scale sufficiently large to create a regional attraction. Seven Regional Centres have been designated: Belleplaine, Holetown, Oistins, Six Cross Roads, Speightstown, Warrens, and Wildey. Each of the Regional Centres as classified as Historic (Belleplaine, Holetown, Oistins and Speightstown) or Emerging (Six Cross Roads, Warrens, Wildey)

- **Local Centre**

Existing or potential future concentrations of shops, amenities and community facilities serving the daily needs of surrounding neighbourhoods and are typically focused at a major intersection. Seventeen Local Centres have been designated: Bathsheba, Boscobelle, Church Village (St. Phillip), Coverly, Eagle Hall, Fitts Village, The Glebe, Hastings, Mile and a Quarter, Nesfeld, Rock Hall (St. Thomas), Rockley, St. Lucy Parish (Pickering), St. Martins, St. Patricks (Woodbourne), Tamarind Village, Welchman Hall, and Worthing.

- **Major Institutional Node**

Consists of important educational and health campuses that have significant employment and attract students and patients from across the island. Four institutional nodes have been designated: The University of the West Indies Cave Hill Campus; Queen Elizabeth Hospital; the planned hospital at Kingsland; and the proposed medical school and clinic at Wildey.

- **Retail Node**

Major shopping centres that attract significant amounts of traffic. They play an important role as a commercial amenity but need to be planned to mitigate their impact on the surrounding road network. Four Retail Nodes have been designated: Sheraton Centre, Sky Mall, Kendal Hill and Welches.

- **Mobility Node**

Consists of multiple modes of transportation infrastructure situated at central or key strategic locations in communities across Barbados. They may include a combination of public transport services including both public and private operators, active transportation infrastructure with pedestrian and cycling connectivity and park and ride facilities. Mobility nodes are designed to offer convenience and reliability to increase the overall appeal of public transport services and active transportation modes. Three types of Mobility Nodes have been identified: Transport Terminals, Park and Rides, and Bus Transfer Points.

- **International Gateway Node**

The major entry points into Barbados. They are essential to the economic well-being of the country and require supportive infrastructure to ensure the efficient movement of people and goods to and from them. Two International Gateway Nodes have been designated: Bridgetown Port and Grantley Adams International Airport.

- **Mixed Use Corridor**

Linear areas intended to continue to develop and intensify as concentrations of commercial, residential, office, institutional and mixed use development fronting onto major roads or highways and serving local residents and commuters. Six Mixed Use Corridors have been designated: Collymore Rock; Roebuck/Tweedside; Coleridge/White Park/Bank Hall; Tudor/Baxter/Barbares Hill; Fontabelle; and Bay Street.

- **ABC/Ronald Mapp Corridor**

The main highway corridor between the Grantley Adams International Airport and Mile and a Quarter, including the Gordon Cummins Highway between Warrens and Cave Hill. This corridor is a key part of the island's mobility network and the potential to introduce uses other than single occupancy vehicles, such as High Occupancy Vehicle lanes, has been identified in the Mobility and Accessibility policies.

- **Tourism Corridor**

Linear areas running along the coast with a concentration of hotels, residential, restaurants, commercial and mixed use development and opportunities to intensify. Three Tourism Corridors have been designated: St. Lawrence Gap; Hastings to the St. Lawrence Gap; and Highway 1 between the Frank Worrell Roundabout/Proposed Four Seasons Site and Half Moon Fort.

Key Component of the Natural Heritage System

See **Natural Heritage System**

Key Habitat Areas

Key habitat areas are those marine, terrestrial and freshwater habitats where species concentrate at a vulnerable point in their annual or life cycle; and areas, which are important to migratory or non-migratory species. Examples include marine reserves, natural and naturalized coastal areas, sand dunes, sea turtle nesting beaches, migratory shorebird stopover habitat and habitat areas that are important for the survival of species at risk.

Large Scale Renewable Energy Development

A renewable energy installation or project that is above the thresholds allowed in the Permitted Development schedule of the General Development Order.

Light Industrial

An industrial operation in which the processes carried on or the machinery installed are such as could be carried on or installed in any residential area without detriment to the amenity of the area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust, grit and includes a petrol filling and service station but not a garage or scrapyards. (Note: this definition is from the Town and Country Planning Development Order, 1972, and will be amended should the Order be amended).

Listed Buildings

Buildings that are recorded on the Barbados Register of Historic Places for their heritage value and character-defining elements. Until the Barbados Register of Historic Places is established, Listed Buildings will mean the list of officially gazetted buildings found in Appendix C. Listed buildings must have a statement of significance. They are protected by the Government from demolition or neglect, and must be conserved and maintained consistent with standards and guidelines to be developed.

Local Centre

See **Island Settlement Structure**

Local Waste Management and Education Centre

A location within a Community Plan Area which is intended to provide information on waste reduction strategies for individuals and businesses and promote recycling programmes.

Low Impact Development

A stormwater management approach involving conservation and on-site design features to replicate the effects of natural watersheds. Low Impact Development principles include: pre-treatment (initial removal of larger pollutants), filtration (screening out of smaller media through mechanical and chemical and/or biological processes), infiltration (re-entrance of water to the ground) and storage and reuse (such as for irrigation).

Major Development

See **Development (major)**

Major Institutional Node

See **Island Settlement Structure**

Market Impact Assessment

A study to determine the impact from a proposed development on existing retail, particularly in central Bridgetown and the Regional Centres.

Mixed Use Corridor

See **Island Settlement Structure**

Mobility

The ease of movement for people and goods, encompassing a full range of modes including walking, cycling, transit, water transport, private vehicles and air transportation.

Mobility Node

See **Island Settlement Structure**

Mobility Network

A system of interconnected options for movement, including public transport, walking, cycling, carshare, carpooling and the use of private vehicles.

Modal Shift

A relative change in the share of travellers using a particular type of transportation over time, for example, a shift in the percentage of travellers using public transport as compared to driving.

Multimodal

Combining more than one mode of travel, such as driving to a Park and Ride lot and getting on a bus, or cycling or walking to a water taxi stop and getting on a boat.

National Attraction

OS5 within the Barbados System of Parks and Open Spaces. National attractions include the finest created landscapes and cultural interpretation features on the island. Details are found within the National Park Development Plan and the National Park Management Plan.

National Centre

See **Island Settlement Structure**

National Forest Candidate Sites

OS6 within the Barbados System of Parks and Open Spaces. National Forest Candidate Sites are State-owned sites which are predominantly covered in mature or emerging forests. Some of these areas contain the last remaining original forest cover in Barbados.

National Park Route

Routes that lead into the National Park, marked by wayfinding signage.

National Park Village

Belleplaine, Bathsheba and Boscobelle, the largest settlements within the National Park and the areas to which growth will be directed.

National Scenic Parkway

Routes generally within the National Park that celebrate its natural and cultural heritage.

Natural Hazard Areas

Locations where natural hazard risk is significant based on vulnerability and impact assessment studies and from climate change models and projections. Natural hazard areas include: soil slippage and erosion prone areas; gullies and escarpments; and flood susceptible areas including rivers, streams, floodplains, and coastal areas.

Natural Hazard Impact Assessment

A study undertaken to identify, predict and evaluate natural hazard impacts (from existing hazards as well as those which may result from the project) associated with a new development or the extension of an existing facility. This is achieved through an assessment of the natural hazards that are likely to affect or result from the project and an assessment of the project's vulnerability and risk of loss from hazards. An NHIA is an integral component of and extension to the environmental review process and environmental impact assessment in that it encourages explicit consideration and mitigation of natural hazard risk. Requirements for the Natural Hazard Impact Assessment are described in Section 5. (Caribbean Development Bank (CDB) and Caribbean Community Secretariat (CARICOM), 2004. Sourcebook on the Integration of Natural Hazards into the Environmental Impact Assessment (EIA) Process)

Natural Heritage Conservation Area

OS2 within the Barbados System of Parks and Open Space. Both NHCA - Land and NHCA - Marine have been identified on Map 15. This designation applies to both public and privately owned features and locations that are important to the natural and physical heritage of the island for at least one of the following reasons:

- i. The area provides an important ecological function such as providing a migratory stop-over for wildlife or a corridor linkage with other natural areas;
- ii. The biophysical characteristics of the area serve an important hydrological function such as recharging groundwater supplies, protecting groundwater quality, regulating stream flow or maintaining water quality;
- iii. The area exhibits a high diversity of plant and animal species;
- iv. The area encompasses geological features and/or natural biotic communities which are considered rare or poorly represented on the island; or
- v. The area provides a habitat for species which are considered rare, threatened, or endangered.

Natural Heritage System

A connected system made up of Key Components and Supporting Components which represent the more important natural features and associated functions on the Island. The NHS supports the natural processes which are necessary to maintain biological and geological diversity, natural functions, viable populations of indigenous species and ecosystems.

Key components of the Natural Heritage System (NHS)

are the more significant and sensitive features and functions associated with:

- Forested and naturally vegetated gullies;
- Forests (existing vegetation over 7m);
- Emerging forests (existing vegetation 4-7m) in the National Park;
- Coastal and inland wetlands (addressed through policies in Section 4.3 OS2 - Natural Heritage Conservation Areas);
- Coral reefs;
- Mangroves;
- Key habitat areas;
- Species at risk;
- Sea cliffs and sea rocks (addressed through policies in OS2 Natural Heritage Conservation Area within the National Park and OS3 Coastal Landscape Protection Zone outside the National Park).
- Karst formations and cave systems;
- Rivers; and
- Sand dunes and natural beaches.

Supporting components of the Natural Heritage System

(NHS) are important features for the maintenance of high quality surface and ground water resources and natural forest cover. Supporting components of the Natural Heritage System (NHS) are:

- Other gullies; and
- Regenerating forests (4-7 m) outside the National Park.

Observed Flooded Area

Observed Flooded Areas are lands that have been observed by the Drainage Unit to be periodically flooded. Generally, this flooding has been caused by improper stormwater management techniques associated with previous development.

Park and Ride

Car parks where travellers can leave their car and transfer to public transport modes or a car pool.

Pedestrian Improvement Area

Important pedestrian connections identified within Community Plans that have a lower level of priority and/or require a lesser degree of amenity than Priority Pedestrian Linkages.

Priority Pedestrian Linkage

Critical pedestrian connections along streets with a higher potential for pedestrian flows identified in Community Plans. Priority Pedestrian Linkages should have contiguous sidewalks on both sides of the street, pedestrian crossings as needed and lighting, furniture and vegetation where streets widths are appropriate.

Public Realm

The space around, between and within buildings that is publicly accessible, including streets, squares, parks, beaches and open spaces.

Roofs to Reefs

Roofs to Reefs is an integrated initiative for the resilient development of Barbados that provides for a response at the site, community and country scales. Offering an integrated public investment programme founded on the sustainable development principles and climate crisis resilience, Roofs to Reefs is a vehicle for operationalizing the PDP and its policies related to sustainable development.

Renewable Energy

Energy that is collected from renewable resources, which are naturally replenished on a human timescale, such as sunlight, wind, rain, tides, waves and geothermal heat.

Regional Centre

See **Island Settlement Structure**

Retail Node

See **Island Settlement Structure**

Rural Settlement

See **Growth Management Framework**

Rural Working Landscape

See **Growth Management Framework**

Scoped Agricultural Impact Statement

See **Agricultural Impact Statement (Scoped)**

Scoped Heritage Impact Statement

See **Heritage Impact Statement (Scoped)**

Shared Use Path

A path that supports multiple mobility modes, such as walking, cycling, inline skating and wheelchairs. To accommodate these different users, shared use paths will generally feature smooth surfaces.

Shore Access Point

OS7 within the Barbados System of Parks and Open Spaces. Provides public access to beaches and to the emerging pattern of public boardwalks which are increasingly functioning pedestrian routes in urban areas. Existing public access must not be removed.

Smart City Infrastructure

A suite of Information and Communication Technology infrastructure elements, including Wi-Fi and LTE that seamlessly connect businesses, homes and civic buildings.

Soft Landscaping

Vegetative materials which are used as part of landscaping on a site. The corresponding term hard landscaping is used to describe hard landscaping materials such as concrete or brick which tend to be impermeable for water infiltration.

Soil Protection Overlay

Lands within the Soil Protection Overlay represent an irreplaceable resource and will be protected over the long term for food production and other agricultural uses. The Soil Protection Overlay has been identified based on the following criteria: the availability of the best agricultural land, suitability under projected climatic conditions, access to or potential for irrigation water and the provision of the support services necessary for the efficient production of food crops. The Soil Protection Overlay is shown on Map 4 and 5.

Species at Risk

Species at risk include, those that are:

- At risk of local extirpation and extinction;
- Limited in numbers and/or distribution nationally and/or in the Caribbean Basin; and
- Under significant pressure from human and/or natural threats.

Stable Suburban Area

See **Growth Management Framework**

Statement of Significance

Describes the level of importance of a place, what specifically is important and why it is important. For buildings, statements of significance may reference historical value, architectural value, archaeological value, or contextual value, as well as the character-defining elements that support that value.

Stormwater

Surface water in abnormal quantity resulting from heavy falls of rain.

Supporting Component of the Natural Heritage System

See **Natural Heritage System**

Sustainable Tourism

Sustainable tourism takes full account of its current and future economic, social and environmental impacts, addressing the needs of visitors, the industry, the environment and host communities. Sustainable tourism should make optimal use of environmental resources that constitute a key element in tourism development, maintaining essential ecological processes and helping to conserve natural heritage and biodiversity; respect the sociocultural authenticity of host communities, conserve their built and living cultural heritage and traditional values, and contribute to intercultural understanding and tolerance; ensure viable, long-term economic operations, providing socioeconomic benefits to all stakeholders that are fairly distributed, including stable employment and income-earning opportunities and social services to host communities, and contributing to poverty alleviation. (Global Sustainable Tourism Council)

Tourism Corridor

See **Island Settlement Structure**

Transport Terminal

Bus terminals with shelters where numerous buses, minibuses, and ZR taxis come together.

Transportation Impact Assessment

Study to determine the effect of additional traffic introduced as part of any new major development or to examine existing transportation infrastructure and options for improvement. Requirements for Transportation Impact Assessments are described in Section 5.

Urban Connector

The primary routes from the ABC/Ronald Mapp Corridor towards the coast, characterised by high traffic volumes and congested segments at peak hours.

Urban Corridor

See **Growth Management Framework**

Value Added Agriculture

Activities that take a raw agriculture product and process it in a manner that enhances its value. Examples include creating necklaces and handbags from fish skin or processing sheep's milk into cheese.

Wastewater

Any water that has been adversely affected in quality by anthropogenic influence. Wastewater can originate from a combination of domestic, industrial, commercial or agricultural activities, surface runoff or stormwater, and from sewer inflow or infiltration.

World Heritage Site

Places recognised for Outstanding Universal Value under the UNESCO World Heritage Convention. In Barbados, Historic Bridgetown and Its Garrison was inscribed as a World Heritage Site in 2011.



C
Cultural Heritage
Assets

Inventory of Listed Buildings

Provided by TCDPO, 2016 (Now PDD)

Number	2003 PDP Name	2016 Name	Location	Cultural Heritage Conservation Area	Condition	Notes
St. Lucy						
1	St. Lucy's Church					
2	St. Lucy's Rectory					
St. Peter						
1	Methodist Church			Speightstown		
2	Alexandra School			Speightstown		
3	Unique Bar			Speightstown		
4	Mike's Place			Speightstown		
5	St. Peter's Cemetery					
	St Peter's Parish Church			Speightstown		1.
	Manning, Wilkinson and Challenor			Speightstown		1.
	Roach's Drug Store			Speightstown		
	Post Office and Library			Speightstown		1.
	The Big Wheel			Speightstown		1.
	Little Bristol Convenience			Speightstown		1.
	City Fair			Speightstown		1.
	Former Health Centre and Litchfield			Speightstown		1.
	Mortimer Hall			Speightstown		1.
	Khoury's			Speightstown		1.
	Nicholls Pharmacy			Speightstown		1.
	Jemmott's Cash and Carry			Speightstown		1.
	Wallys			Speightstown		1.
St. Andrew						
1	St. Andrew's Church					
2	St. Saviour's Church					2.
1	St. James Church					
2	Holetown Police Station					
3	Westmoreland Plantation					
4	St. Alban's					2.

Notes

1. Not numbered in PDP 2003. Not shown on Map 9.
2. Discrepancy within PDD lists. To be resolved for inclusion in Barbados Register.
3. No location information. Not shown on Map 9.
4. Demolished buildings have been included in this list, with a notation under 'Condition' of 'Demolished'.

Number	2003 PDP Name	2016 Name	Location	Cultural Heritage Conservation Area	Condition	Notes
St. Thomas						
1	Arch Cot		Arch Hall			
St. John						
1	Bath Plantation					
2	Codrington College					
3	Holy Cross Chapel					
4	St. Mark's Church					
5	Guinea Plantation House		Guinea			
6	Lodge School		Lodge			
7	Haynes Hill Plantation		Haynes Hill			
8	Colleton Plantation House					
9	Bowmanston Pumping Station					
10	Eastmont Plantation House		Eastmont			
11	Infirmery Building		Glebe			
12	St. John's Rectory					
13	St. John's Parish Church					
14	Newcastle Great House		Newcastle			
15	St. Margaret's Church					
16	Malvern Plantation House		Malvern			
17	Mount Tabor Moravian Church					
18	Wakefield Factory Buildings		Wakefield			
19	Belmont Plantation House					
20	Claybury Plantation House					
St. George						
1	Redland Plantation					
2	St. Jude's Church					
3	St. Augustine's Church					
4	Drax Hall House					
5	Byde Mill					
6	St. Luke's Church					
7	Brighton House and Water Tower					
8	Buttals					
9	Stepney Great House					
10	Dash valley					
11	Monroe Village Chattel House					
12	St. George's Boys' School					
13	St. George's Church					
14	St. George's Rectory					

Number	2003 PDP Name	2016 Name	Location	Cultural Heritage Conservation Area	Condition	Notes
15	St. George's Church Office					
16	Gun Hill Signal Barracks and Kitchen					
St. Philip						
1	Golden Grove Plantation					
2	St. Philip's Church					
3	St. Philip's Rectory					
4	St. Philip's Boys School					
5	Sunbury					
6	Chattel House		Four Roads			
7	Stable		Rices			
8	Kirton's					
9	Sam Lord's Castle					
10	Oldbury Plantation					
11	Stone House (hipped roof)		Duncan's			
12	Chattel House		Penny Hole			
Christ Church						
1	The Pavilion		Hastings	Hastings		2.
2	Retreat		Hastings			
3	Villa Franca		Hastings			
4	Eden					
5	Coverley Mill Wall		Coverley			
6	Octagonal mill wall at Gibbons					3.
St. Michael						
1	Glynher		Fontabelle			2.
2	Carmel		Fontabelle			2.
3	The Palms		Fontabelle			
4	Kinburn		Fontabelle			
5	Herbert House		Fontabelle			
6	Woodville Bar and Restaurant		Fontabelle			
7	Clarendale		Fontabelle			
8	Hilvester Cot		Richmond			
9	Chathea		Westbury Road			
10	CA Fields Grocery		Westbury Road			
11	Mizpah		Westbury Road			
12	Bessie Yearwood Home		Westbury Road			
13	Brookdale		Bank Hall Cross Road			
14	Haynes House		Bank Hall Main Road			
15	Mr. Rock's House		Bank Hall Main Road			

Number	2003 PDP Name	2016 Name	Location	Cultural Heritage Conservation Area	Condition	Notes
16	Tyrol Cot		Bank Hall Main Road			2.
17	Marshville		Bank Hall Main Road			
18	Hydeston		Bank Hall Main Road			
19	Mar Livian		Lower Bank Hall Main Road			
20	Verona		Lower Bank Hall Main Road			
21	All Souls Church		Lower Bank Hall Main Road			
22	Ebernezer Cot		Lower Bank Hall Main Road			
23	Monica		Lower Bank Hall Main Road			
24	Gibraltar		Lower Bank Hall Main Road			
25	Barnegat		Strathclyde	Strathclyde		
26	Pentland Villa		Strathclyde	Strathclyde		
27	Escort		Strathclyde Drive	Strathclyde		
28	Wyndham		Strathclyde Drive			
29	Weston		Strathclyde Drive	Strathclyde		
30	Glen Rosa		Strathclyde Drive	Strathclyde		
31	Hamilton		Strathclyde Drive	Strathclyde		
32	Rothsay		Strathclyde Drive	Strathclyde		
33	Duncraig		Strathclyde Drive	Strathclyde		
34	Airdire		Strathclyde Drive	Strathclyde		
35	Trelawny		Strathclyde Drive	Strathclyde		
36	Lucerne		Strathclyde Drive	Strathclyde		
37	Tintern		Strathclyde Drive	Strathclyde		
38	Clydesdale		Strathclyde Drive	Strathclyde		
39	Bevington		1st Avenue Strathclyde	Strathclyde		
40	Monteith (Monteith Gardens)		Barbarees Hill			
41	Westgate		Barbarees Hill			
42	Phillips Bakery		Barbarees Hill			
43	Barbarees House		Barbarees Hill			
44	Paraiso		Barbarees Hill			
45	Carlesieville		Barbarees Hill			
46	Chandler's Hardware		Baxters Road	Bridgetown		
47	Austin's Snackette		Baxters Road	Bridgetown		
48	Accrington		Chapman Street			
49	Two Brothers		King Street			
50	Avon		King Street			

Number	2003 PDP Name	2016 Name	Location	Cultural Heritage Conservation Area	Condition	Notes
51	Sylbury		Whitepark Road			
52	Everton		Whitepark Road			
53	Paul's Boutique	Snaps	McGregor Street	Bridgetown		
54	Man's Shop	Manshop	McGregor Street	Bridgetown		
55	Mustor's	Mustor's Restaurant	McGregor Street	Bridgetown		
56	Lynch Insurance Building	Belgraves Curiosity	McGregor Street	Bridgetown		
57	Le Bistro & Timex Centre	Le Bistro & Timex Centre	Prince William & Henry Street	Bridgetown		
58	The Spirit Bond	The Spirit Bond	Wharf Road	Bridgetown		2.
59	Blackwood Dock (Pierhead)		The Wharf	Bridgetown		2.
60	Da Costa and Musson	Da Costa Mall	Broad Street	Bridgetown		
61	Barbados Mutual Life Assurance Building	Butterfield Bank / Goddards Enterprises Commercial	Lower Broad Street	Bridgetown		
62	Old Town Hall Building	Old Town Hall Building	Cheapside	Bridgetown		2.
63	St. Mary's Church	St. Mary's Church	Cheapside	Bridgetown		
64	Carlisle Bond	Carlisle Bond	Hinks Street	Bridgetown		
65	House opposite Harts Street		Suttle Street	Bridgetown		2.
66	Ed's Wholesale Liquor		St. Mary's Row	Bridgetown		2.
67	Gretna Green	Gretna Green	Mason Hall Street	Bridgetown		
68	Viola Cot	Viola Cot	Mason Hall Street	Bridgetown		
69	Mrs. Drakes House	Mrs. Drakes House	Mason Hall Street	Bridgetown		
70	St. Mary's Junior School	St. Mary's Junior School	Mason Hall Street	Bridgetown		
71	Lynden Bar and Horseshoe Bar		Cheapside	Bridgetown		2.
72	Sam Gibbs Enterprises	Scotty's	Cheapside	Bridgetown		
73	Serita Bar	Travel House	Cheapside	Bridgetown		
74	Millford		Cheapside	Bridgetown		2.
75	Pickering Shop		Cheapside	Bridgetown		2.
76	Winsdale		Cheapside			2.
77	Queensbury	Queensbury	Reed Street	Bridgetown		
78	Buildings south-west corner Tudor street and Reed		Reed Street	Bridgetown		
79	CM Greendige & Sons	Satro Variety	Tudor Street	Bridgetown		
80	Archer's Liquor Shop		Tudor Street	Bridgetown		2.
81	Maxwell Shop		Tudor Street	Bridgetown		2.
82	Maxwell Shop	Flame Shop	Tudor Street	Bridgetown		2.
83	John Bull Bar		Milk Market	Bridgetown		2.
84	Liberty Store	Liberty Store	Swan Street	Bridgetown		
85	Kirpalani Ltd.	Stepper's Boutique	Swan Street	Bridgetown		
86	Kiddies Korner	Tim's Restaurant	Swan Street	Bridgetown		
87	Aswad Manshop	Street Soldier	James Street	Bridgetown		2.
88	Mr. Waithe's House	Mottley House	Coleridge Street	Bridgetown		2.
89	Central Police Station	Central Police Station	Coleridge Street	Bridgetown		

Number	2003 PDP Name	2016 Name	Location	Cultural Heritage Conservation Area	Condition	Notes
90	Old Supreme Court	Old Supreme Court	Coleridge Street	Bridgetown		
91	Public Library	Public Library	Coleridge Street	Bridgetown		
92	Parliament & Museum	Parliament	Trafalgar Square	Bridgetown		
93	Jewish Synagogue	Jewish Synagogue	Magazine Lane	Bridgetown		
94	Nidhe Israel Jewish Museum	Nidhe Israel Jewish Museum	Synagogue Lane	Bridgetown		
95	The Torch Printery	The Torch Printery	Marhill street	Bridgetown		
96	Building No 1	Shalom Hair & Nails Salon	Dottin's Alley	Bridgetown		
97	Building No 3	Island Treasure / Facey Treats	Dottin's Alley	Bridgetown		
98	Olympic Cinema	Leather Establishment & Accessories	Palmetto Street	Bridgetown		
99	Super Save	Pal-Mal	Palmetto Street	Bridgetown		
100	Sahely's	Sahely's	Palmetto Street	Bridgetown		
101	Realty Investments	Realty Investments	Palmetto Street	Bridgetown		
102	Lynch's Secondary		Spry Street	Bridgetown		2.
103	Masonic Lodge	Exchange Meuseum	Spry Street	Bridgetown		
104	St. Michael's Cathedral	St. Michael's Cathedral	St. Michael's Row	Bridgetown		
105	Stratton House	Stratton House	St. Michael's Row	Bridgetown		
106	Ashby and Medford	Ashby	Roebuck Street	Bridgetown	Demolished	
107	Gitten's Cozy Nook	Gitten's Cozy Nook	Roebuck Street	Bridgetown		
108	Shoe Services and Bar		Roebuck Street			2.
109	Excel Supermarket		Roebuck Street			2.
110	Hilton Bar and Restaurant	Hilton Bar and Restaurant	Roebuck Street	Bridgetown		
111	Rosemount		Roebuck Street	Bridgetown		2.
112	Grasmere	Grasmere	Roebuck Street	Bridgetown		
113	So Easy Restaurant		Roebuck Street	Bridgetown		2.
114	Clyde Archer Furniture		Roebuck Street			2.
115	Allder's Furniture Depot	Allder's Furniture Depot	Roebuck Street	Bridgetown		
116	V Bourne Bar	Andy's Bakery & Vegetarian Deli	Roebuck Street	Bridgetown		
117	De Freitas and Co	De Freitas and Co	Roebuck Street	Bridgetown		
118	Straughan's Garage	Straughan's Garage	Roebuck Street	Bridgetown		
119	Probation Office		Country Road			2.
120	Dunsinane		Country Road			2.
121	Bradfield		Country Road			2.
122	Lenville	Lenville	Crumpton Street	Bridgetown		
123	The Retreat	Harrison College	Crumpton Street	Bridgetown		
124	Villa Angela	Villa Angela	Crumpton Street	Bridgetown	Demolished	
125	Rus In Urbe	Rus In Urbe	Crumpton Street	Bridgetown		
126	Ministry of Agriculture Building	Harrison College Lab	Crumpton Street	Bridgetown		
127	Queen's Park: Queen's House	Queen's Park House	Constitution Road	Bridgetown		

Number	2003 PDP Name	2016 Name	Location	Cultural Heritage Conservation Area	Condition	Notes
128	The Engine Room / The Pumping House	The Clock House	Constitution Road	Bridgetown		
129	College Gate	College Gate	Constitution Road	Bridgetown		
130	Governor General's Gate	Governor General's Gate	Constitution Road	Bridgetown		
131	Bandstand	Bandstand	Constitution Road	Bridgetown		
132	Old Queen's College Headmistress office	Ellsie Payne Complex	Constitution Road	Bridgetown		
133	Old Combermere	Ellsie Payne Complex	Constitution Road	Bridgetown		
134	Old Queen's College	Ellsie Payne Complex	Constitution Road	Bridgetown		
135	Harmony Hall Variety Shop		Hindsbury Road			
136	Harmony Hall		Hindsbury Road			
137	Hempstead		Hindsbury Road			
138	Erin		Hindsbury Road			
139	Beaulieu		Belmont Road			
140	Belmont Cottage		Belmont Road			
141	Phoenix Building Services		Belmont Road			
142	Ruby Cottage		Belmont Road			
143	Mizpah		Belmont Road			
144	Belmont House		Belmont Road			
145	Viamede		Belmont Road			
146	Denver		Belmont Road			
147	Abbeville		Belmont Road			
148	New Haven (George Street)		Belleville	Belleville		
149	No 6 (George Street)		Belleville	Belleville		
150	Smith and Oxley Advertising (11th Ave)		Belleville	Belleville		
151	Valrica (11th Ave)		Belleville	Belleville		
152	Richlieu (11th Ave)		Belleville	Belleville		
153	Sunnyside (11th Ave)		Belleville	Belleville		
154	No 11 (11th Ave)		Belleville	Belleville		
155	Dorking (11th Ave)		Belleville	Belleville		
156	No 7 (11th Ave)		Belleville	Belleville		
157	Ashley (11th Ave)		Belleville	Belleville		
158	Dover Cottage (11th Ave)		Belleville	Belleville		
159	Govan (10th Ave)		Belleville	Belleville		
160	Beulah (10th Ave)		Belleville	Belleville		
161	The Palms (10th Ave)		Belleville	Belleville		
162	Brynmar (10th Ave)		Belleville	Belleville		
163	Kimberley (9th Ave)		Belleville	Belleville		
164	Everton (8th Ave)		Belleville	Belleville		
165	Argyle (7th Ave)		Belleville	Belleville		
166	St. Cyprian's Church (7th Ave)		Belleville	Belleville		
167	Holyrood (4th Ave)		Belleville	Belleville		

Number	2003 PDP Name	2016 Name	Location	Cultural Heritage Conservation Area	Condition	Notes
168	Tronvilla (3rd Ave)		Belleville	Belleville		
169	Beirnfels (3rd Ave)		Belleville	Belleville		
170	Ashcroft (1st Ave)		Belleville	Belleville		
171	Wentworth (1st Ave)		Belleville	Belleville		
172	Delodge Inn (1st Ave)		Belleville	Belleville		
173	Fiesta House (1st Ave)		Belleville	Belleville		
174	Abingdon, SDA High School		Dalkeith Road			
175	The Grotto		Dalkeith Road			
175	Dalkeith		Dalkeith Road			2.
177	Grey chattel house		Dalkeith Road			
178	Culloden Farm		Culloden Road			
179	Elsinore		Lower Collymore Road			
180	The Shrubbery		Lower Collymore Road			
181	The Grotto	The Grotto	River Road	Bridgetown	Demolished	
182	Normaville	Normaville	River Road	Bridgetown		
183	Riverton		River Road	Bridgetown		2.
184	St. Ambrose Church		Cypress Street	Bridgetown		2.
185	Elicitas		King William Street	Bridgetown		2.
186	H Lynch Liquor store	H Lynch Liquor store	Beckwith Street	Bridgetown		
187	Club Zanzibar	Club Zanzibar	Nelson Street	Bridgetown		
188	Ferndale		Nelson Street	Bridgetown		2.
189	Maple Leaf Bar	Maple Leaf Bar	Nelson Street	Bridgetown		
190	United Bakery	United Bakery	Nelson Street	Bridgetown		
191	Castro Bar	De Last laff	Nelson Street	Bridgetown		
192	New York Club	New York Club	Nelson Street	Bridgetown		
193	Bethel Methodist Church	Bethel Methodist Church	Bay Street	Bridgetown		
194	Two Bonds		Bay Street	Bridgetown		2.
195	Manning Bond (corner Farnell Alley)		Bay Street	Bridgetown		2.
196	Nelson Pharmacy (corner Parfitt Alley)		Bay Street	Bridgetown		2.
197	The Bamboo Bar	The Bamboo Bar	Bay Street	Bridgetown		
198	The Belair Jazz Club	The Belair Jazz Club	Bay Street	Bridgetown		
199	Martineau Building	Martineau Building	Bay Street	Bridgetown		
200	Bay Gallery		Bay Street	Bridgetown		2.
201	Carlisle View	Carlisle View	Bay Street	Bridgetown	Demolished	
202	Harbour Police Station		Bay Street	Bridgetown		2.
203	The Round House	The Round House	Bay Street	Bridgetown		
204	Child Care Board	Child Care Board	Bay Street	Bridgetown		
205	Old Eye Hospital	Old Eye Hospital	Bay Street	Bridgetown		
206	Savoy		Bay Street	Bridgetown		2.

Number	2003 PDP Name	2016 Name	Location	Cultural Heritage Conservation Area	Condition	Notes
207	Barbados Light and Power	Barbados Light and Power	Bay Street	Bridgetown		
208	Washington House	Crofton Lodge	Bay Street	Bridgetown		
209	Hedy's	Hedy's	Bay Street	Bridgetown		
210	Sundale	Sundale	Bay Street	Bridgetown		
211	Clifton Terrace No. 1	Clifton Terrace No. 1	Bay Street	Bridgetown		
212	Bay Mansion	Bay Mansion	Bay Street	Bridgetown		
213	St. Paul's Anglican Church	St. Paul's Anglican Church	Bay Street	Bridgetown		
214	Orient		Bay Street	Bridgetown		
215	Chelston		Chelsea Road			
216	Chelsea House		Chelsea Road			
217	E Hunte Liquor Store		Lower Bay Street	Bridgetown		2.
218	Block C		The Garrison	Bridgetown		2.
219	Coniston	Coniston	The Garrison	Bridgetown		
220	Caledon	Caledon	The Garrison	Bridgetown		
221	The Bungalow	The Bungalow	The Garrison	Bridgetown		
222	Horseshoe Apartment	Horseshoe Manor	The Garrison	Bridgetown		
223	Stafford House	Stafford House	The Garrison	Bridgetown		
224	Letchworth House	Letchworth House	The Garrison	Bridgetown		
225	Ordance Hospital Ward	Geneva	The Garrison	Bridgetown		
226	Ordance Hospital Surgery	Rafeen	The Garrison	Bridgetown		
227	Block B Barracks	Block B The Garrison	The Garrison	Bridgetown		
228	Schimdts Gate	Schimdts Gate	The Garrison	Bridgetown		
229	Washrooms		The Garrison	Bridgetown		2.
230	Officer's Quarters and Stores	Block C Annex	The Garrison	Bridgetown		2.
231	Octagonal Building	The Cookhouse	The Garrison	Bridgetown		
232	The Singles Mess	The Singles Mess	The Garrison	Bridgetown		
233	Officer's Dentention Building	The Tower Building	The Garrison	Bridgetown		
234	The Canteen		The Garrison	Bridgetown		2.
235	The Prison Warden's House	The Museum Curator's House	The Garrison	Bridgetown		
236	Block A Barracks	Block A The Garrison	The Garrison	Bridgetown		
237	The Museum	Barbados Museum and Historical Society	The Garrison	Bridgetown		
238	The Gate Post at Chelsea	The Norrth Gate	The Garrison	Bridgetown		
239	Fort Charles	Charles Fort	The Garrison	Bridgetown		
240	Bush Hill Monument	Bush Hill Monument	The Garrison	Bridgetown		
241	Savannah Club	The Mainguard	The Garrison	Bridgetown		
242	West India Barracks	West India Barracks	The Garrison	Bridgetown		
243	Iron Barracks	Iron Barracks	The Garrison	Bridgetown		
244	Stone Barracks	Stone Barracks	The Garrison	Bridgetown		
245	Military Cemetery	Military Cemetery	The Garrison	Bridgetown		
246	St. Ann's Fort	St. Ann's Fort	The Garrison	Bridgetown		

Number	2003 PDP Name	2016 Name	Location	Cultural Heritage Conservation Area	Condition	Notes
247	Brigade House	Brigade House	The Garrison	Bridgetown		
248	Savannah Lodge	Savannah Lodge	The Garrison	Bridgetown		
249	Nicholls House	Inn Chambers	Lucas Street	Bridgetown		2.
250	Government House Two Mile Hill		Government Hill			2.
251	Ilaro Court		Government Hill			
252	Eyrie, Barbados Community College		Government Hill			
253	Glendairy Prison		Station Hill			
254	Erdiston College		Pine Hill			
255	Roseneath		Black Rock			
256	St. Barnabas's Church		Black Rock			2.

Inventory of Archaeological Areas

Provided by TCDPO, 2016 (Now PDD)

Number	Name	Parish	Note
1	Chancery Lane	Christ Church	
2	Sam Lord's	St Philip	
3	Palmetto Bay	St Philip	
4	Culpepper	St Philip	
5	Consett Bay	St John	
6	Andromeda Gardens	St. Joseph	1.
7	Hillcrest (Site A)	St Joseph	
8	Pico Teneriffe	St Andrew	
9	Cove Bay	St Lucy	
10	The Landlock	St Lucy	
11	Pie Corner	St Lucy	
12	Indian Mound	St Lucy	
13	Goat House Bay	St Lucy	
14	Sandy Hill	St Lucy	2.
15	Horseshoe Bay	St Lucy	
16	Cluffs (Site A)	St Lucy	
17	Stroud Point	St Lucy	
18	Maycocks Bay	St Lucy	
19	Heywoods	St Peter	
20	Speightstown	St Peter	
21	Holetown	St James	
22	Fresh Water Bay	St Michael	
23	Brandons	St Michael	
24	Indian River	St Michael	
25	Beckles Spring	St Michael	
26	Maxwell	Christ Church	
27	Oistins	Christ Church	
28	South Point	Christ Church	
29	Silver Sands	Christ Church	
30	Cluffs (Site B)	St Lucy	
31	Cluffs (Site C)	St Lucy	

Notes

1. No location information provided. Not shown on Map 9
2. Discrepancy within lists provided by PDD. To be confirmed for Barbados Register

Number	Name	Parish	Note
32	East Point	St Philip	
33	Hillcrest (Site B)	St Joseph	
34	Cattlewash	St Joseph	
35	Martin's Bay	St John	
36	Littlegood Harbour	St Peter	
37	Cuckold	St Lucy	
38	Laycock Bay	St Lucy	
39	Chandler's Bay (Site A)	St Lucy	
40	Chandler's Bay (Site B)	St Lucy	
41	Kings Bay	St Lucy	
42	Jones Bay (Site A)	St Lucy	
43	Jones Bay (Site B)	St Lucy	
44	River Bay	St Lucy	
45	Sandy Hill	St Lucy	2.
46	Lower Crab Hill	St Lucy	
47	Kitridge Bay	St Philip	
48	Cave Bay	St Philip	
49	Round Rock	Christ Church	
50	Green Garden	Christ Church	
51	The Chair	Christ Church	
52	Mapps Cave	St. Philip	
53	Greenland	St Andrew	
54	St Luke's Gully	St George	
55	Three Houses	St Philip	
56	Conset Beach	St John	
57	Welches	Christ Church	
58	Clapham Cave	St. Michael	
59	Gemswick Bay	St Philip	
60	Shell Oil Site (Barbad	St Michael	
61	Mullins Bay	St Peter	
62	Divi St James	St James	
63	Goddard's	St Michael	
64	Spring Head	St. James	1.
65	Belleville	St Michael	
66	Worthing	Christ Church	
67	Foul Bay	St Philip	
68	Parish Land	St. Philip	2.
69	Weston	St James	
70	Conset Point	St John	
71	Three Houses Site B	St John	
72	Rockley	St Michael	
73	Bath Beach	St John	

Number	Name	Parish	Note
74	Bath Site B	St. John	
75	Codrington College (Amerindian)	St. John	
76	Half Moon Fort	St. Lucy	
77	Maycocks Fort	St. Lucy	
78	Codrington College (Historic)	St. John	
79	Queen's Fort	St. James	
80	James Fort (The Hole Fort)	St. James	
81	Denmark Fort	St. Peter	
82	Margaret Fort	St. James	
83	Clarendon Fort	St. James	
84	Spring Head Plantation	St James	
85	Harris Fort	St. James	
86	Fort Willoughby	St. Michael	
87	Charles Fort	St. Michael	
88	St. Ann's Fort	St. Michael	
89	Kendal Fort	Christ Church	
90	Valiant Royal Fort	St. Michael	
91	Suttle Street (Site A)	St. Michael	
92	Suttle Street (Site B)	St. Michael	
93	Cheapside	St. Michael	
94	Newtons	Christ Church	
95	Pierhead	St. Michael	
96	Belle Gulley	St Michael	
97	Friendship	St Michael	
98	College Savannah	St John	
99	Rupert Fort	St. Lucy	
100	Indian Ground	St Andrew	



D

**Strategic
Reinvestment Areas**

The Strategic Reinvestment Areas are key underutilized areas that provide critical opportunities for reinvestment as they have the potential to act as catalysts for the regeneration of their communities. The following 16 Strategic Reinvestment Areas have been identified across the island as noted on Figure 1: Land Use and Strategic Reinvestment Areas.

Seven of these Strategic Reinvestment Areas have been identified in Bridgetown. The potential for reinvestment in these Area has been explored and is described in the following section.

The 16 Strategic Reinvestment Areas include:

1. Harrison's Point
2. Heywoods
3. Paradise Beach
4. Sam Lord's Castle
5. Brandon's Beach
6. Kensington Oval
7. The Crane
8. Trevor's Way
9. Hincks Street
10. Pierhead
11. Jemmotts Lane
12. Government Headquarters
13. Needhams Point
14. Silver Sands
15. Holetown Civic Centre
16. Oistins Civic Centre

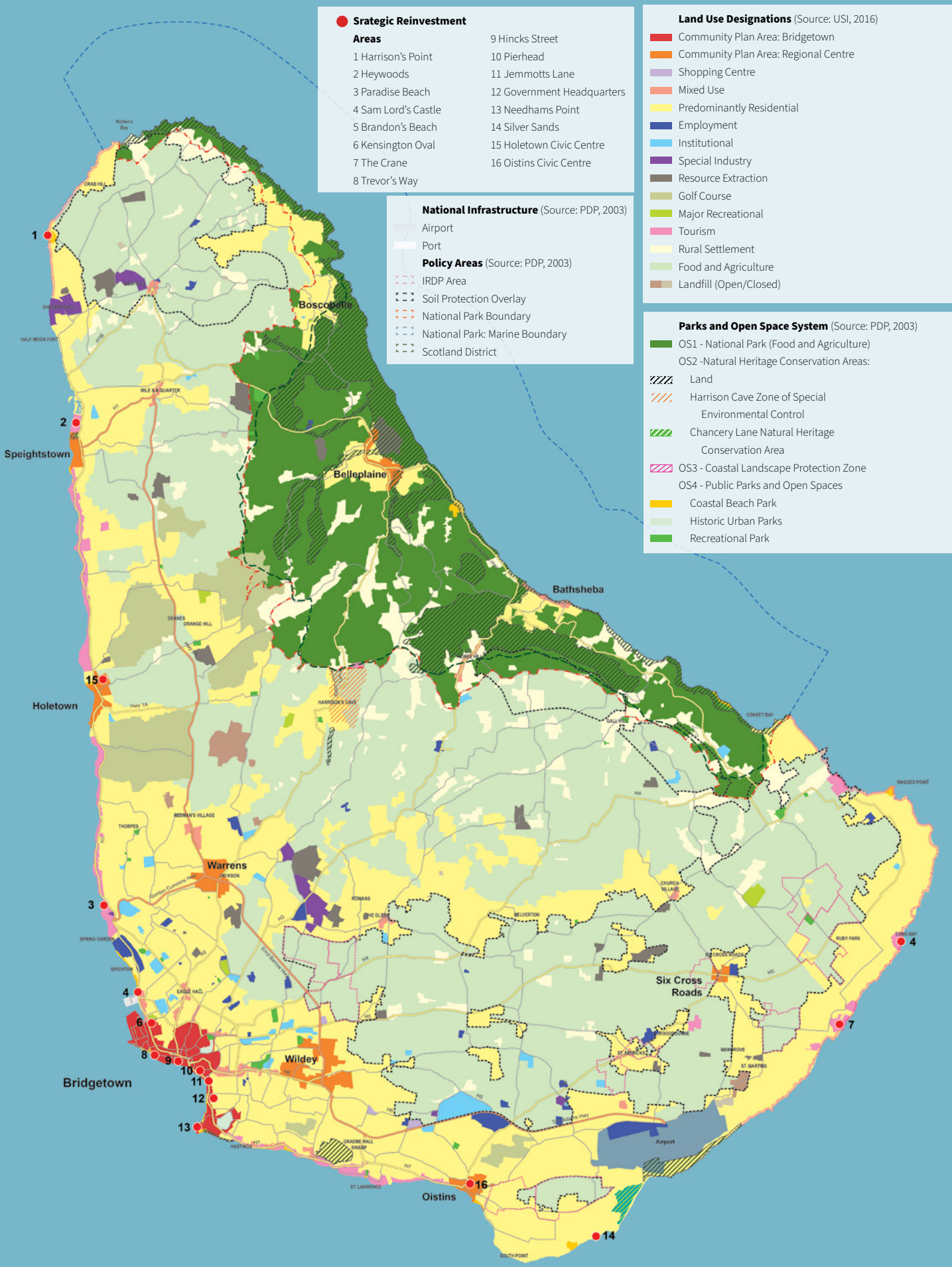


FIGURE 1:
Land Use and Strategic Reinvestment Areas

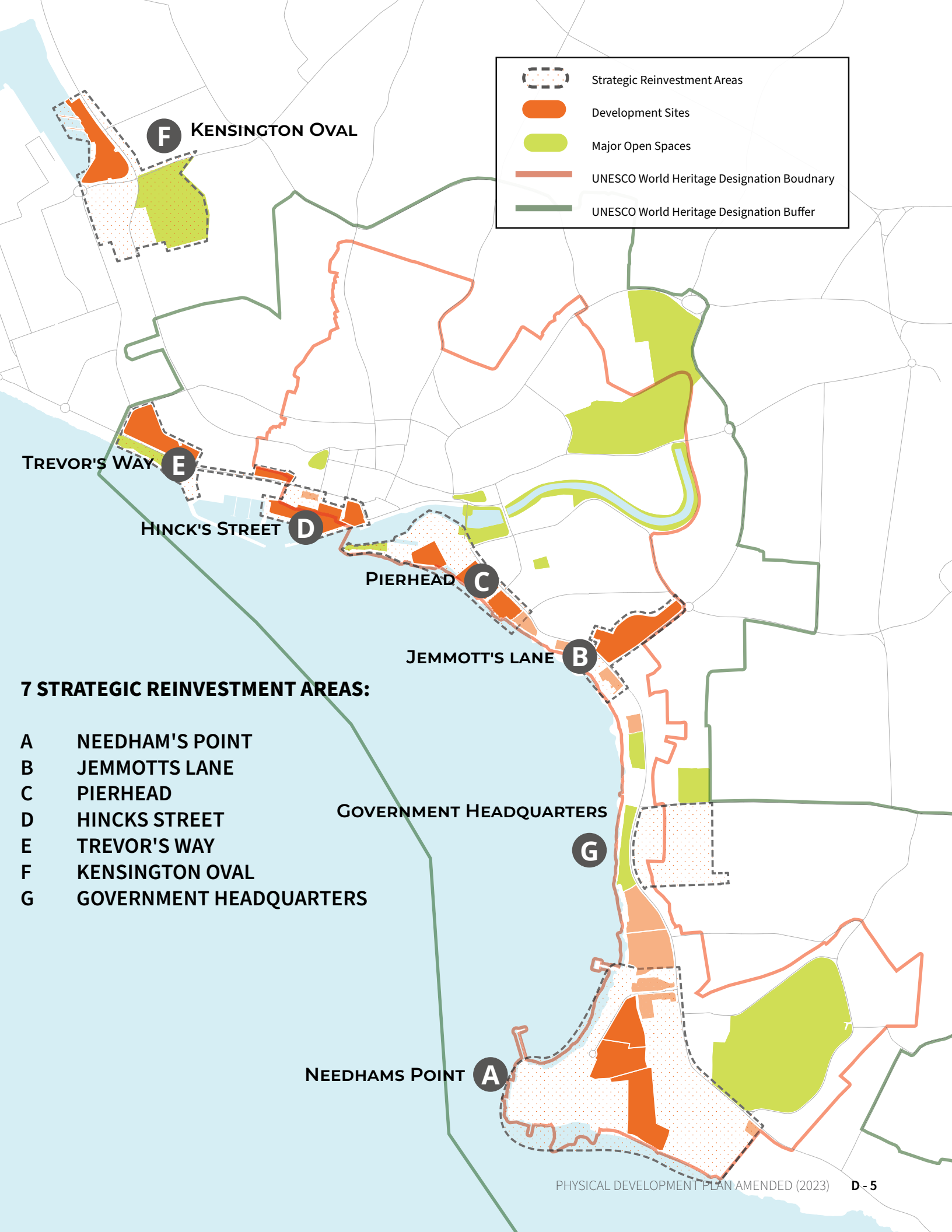
The Bridgetown Strategic Reinvestment sites are nestled within the historic urban setting of Carlisle Bay, a Bay which offers an unparalleled combination of: ecology and natural heritage, beautiful public beach landscape with water recreation, historic urban fabric, and the nation’s centre of commerce, culture and trade – creating together an authentic and truly remarkable setting.





These sites, which are described in this Appendix, feature an array of ongoing investment and activity including promenades and landscaped pedestrian trails along the Carenage and Constitution River, the restoration of the Synagogue District, Bridgetown Fish Market and one of the oldest Parliaments in the western world. The Historic Bridgetown and its Garrison is a cultural UNESCO World Heritage Site in Barbados. It was inscribed in 2011 as a colonial and urban landscape site. The World Heritage Site is primarily focused on the 17th-century British colonial city and medieval serpentine street network at the core of Bridgetown and extending along Carlisle Bay to the historic Garrison, where today the Gold Cup is hosted every March.

Needham’s Point Strategic Reinvestment Area

Starting with the development of the Hilton Hotel, Needham’s Point has been identified as a key location for tourism development for decades. With spectacular beaches on either side, Pebbles Beach and Drill Hall Beach, and proximity to the historic Garrison, a prime heritage asset within the UNESCO World Heritage Site, Needham’s Point has all the ingredients of a tourism destination. The transformation of the site has already begun, and substantial underutilized public land holdings can be used for additional tourism development. The site’s prominent location makes it appropriate for tall buildings and distinctive architecture which clearly define Needham’s Point as the southern anchor of the Carlisle Bay tourism district.

Development within the Needham’s Point Strategic Investment Area must meet the built form and public realm directions as set out in the Bridgetown Community Plan.



	Strategic Reinvestment Areas
	Development Sites
	Major Open Spaces
	UNESCO World Heritage Designation Boudnary
	UNESCO World Heritage Designation Buffer

7 STRATEGIC REINVESTMENT AREAS:

- A NEEDHAM'S POINT
- B JEMMOTTS LANE
- C PIERHEAD
- D HINCKS STREET
- E TREVOR'S WAY
- F KENSINGTON OVAL
- G GOVERNMENT HEADQUARTERS

Jemmots Lane Strategic Reinvestment Area

The former location of the Barbados Hospital complex, this 6.4 acre site can accommodate a mixed-use project, set in a campus environment at the key junction of Jemmotts Lane and Bay Street. With beach access and potential for pavilion space across Bay Street, the combined campus and Carlisle Bay beach access creates a unique environment for a multi-phased project. There is potential to develop the property as multiple sites for local entrepreneurs to participate in providing residential/ bed and breakfast style accommodation and/or a learning and health focussed campus.

The transformation of Bay Street into a pedestrian priority boulevard animated by cafes and restaurants and a highly walkable environment is at the new front door for the Reinvestment Area.

Pierhead Strategic Reinvestment Area

As the western peninsula bookending the majestic Carlisle Bay, the Pierhead Strategic Reinvestment Area celebrates its pivotal and historic setting with iconic hotel towers, mid rise buildings fronting Bay Street, new public spaces and enhanced promenade/Beachfront access.

This area is planned to host 3 taller building sites, including a landmark 25 storey tower at the precipice of the Pierhead peninsula. In a mid rise and taller elements, over 1000 new hotel units can be accommodated, along with amenities, restaurants and cafes.

Hincks Street Strategic Reinvestment Area

At 5.4 acres, this prime waterfront reinvestment area, will become the blue front door to the Careenage and marine waterfront. Envisioned as a mixed use development with both condo/hotel units complemented with at-grade retail restaurants and cafes facing along an extended water's edge promenade. Nestled within the restored historic Massy warehouses, Marshall Hall and Carlisle Bond building, this

significant infill project can accommodate approximately 220 condo hotel units for both local and visiting accommodation in 3-5 storey buildings and within a 15 storey building and 10 storey addition to the Carlisle Bond.

Trevor's Way Strategic Reinvestment Area

Set along the primary corridor leading to and from the Barbados Cruise terminal, this site includes the current Immigration Building and Pelican Village retail area. Repurposing of the Abattoir into a Marine, Foodhallen or Aquarium complex will complement the Fish Market as celebration of the Bajan Fisherfolk and marine habitat of the Caribbean. The intensification along Hincks Street and Princess Alice Highway of both retail, hotel and residential accommodation will breathe new life and potentially 140 new hotel/residential units into this key corridor.

Kensington Oval Strategic Reinvestment Area

The sports and recreation magnet of both Kensington Oval Stadium and Cricket Legends of Barbados Museum combined with the water recreation potential of the Shallow Draft, offer a unique hotel/tourism development opportunity on the 4.6 acre site. A hotel/recreation amenity mid-rise development can be set against the beach and dock front of the Shallow Draft while being a 5 minute walk to the Kensington Oval facilities.

Government Headquarters Strategic Reinvestment Area

The Government Headquarters, located on a large site on Bay Street, is across from the waterside park at Brown's Beach and features a unique architectural expression and campus landscape. This area could potentially be developed for public uses, such as a conference facility, and possibly housing.

